

**AUTOMOTIVE
LOCK SERVICING
MANUAL**

CHARTS AND PLATES REPRODUCED BY PERMISSION OF
BRIGGS AND STRATTON CORPORATION

GENERAL LOCK SERVICE INFORMATION

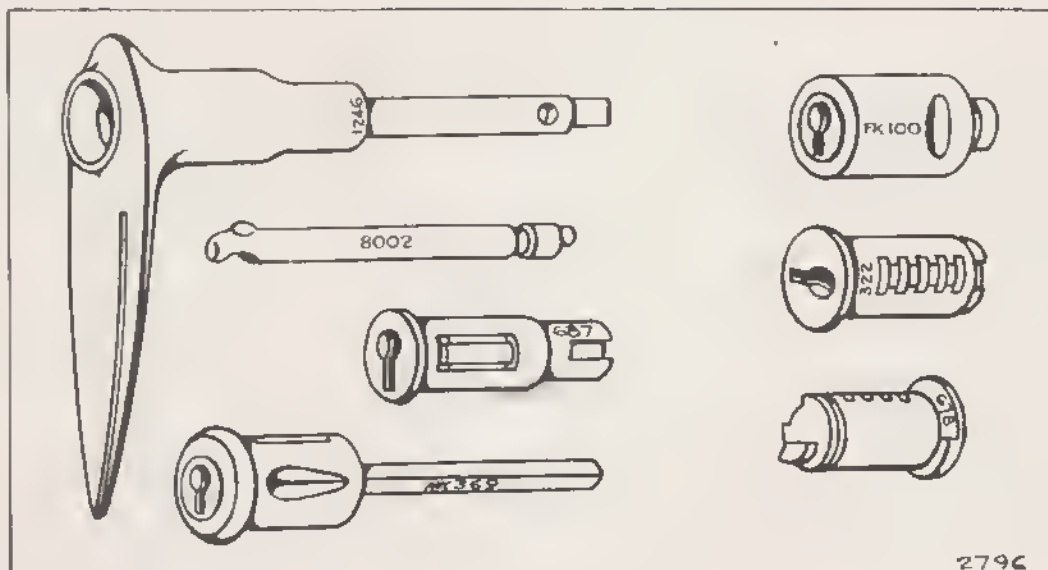
IDENTIFICATION NUMBERS ON LOCKS

Earlier automobile locks carried identification number stamped on the face of the lock, making the matter of locating a number equally easy for the car thief and the service man.

To protect the car owner, automotive lock manufacturers left the number off the face of the lock and stamped the numbers on the lock cases, shafts, etc., where they do not show until the lock is removed.

Many times it is necessary to cut keys by code or key number, and the customer doesn't always have the number.

By removing either the door handle or door pillar lock, on most cars you can locate the key number for the door and ignition, as on the majority of cars these two locks fit the same key. The same is true of the dash compartment and rear trunk. In recent years Chrysler Corporation cars, Ford and Mercury have eliminated all reference to key numbers. They do supply key tags.



WHAT LOCKS ARE MATCHED

Since 1933 the locks on a majority of cars are matched as follows:-

Ignition)		Dash Compartment)	
Door)	Operate with the	Rear Compartment)	Operate with the
	same key.	Trunk)	same key.

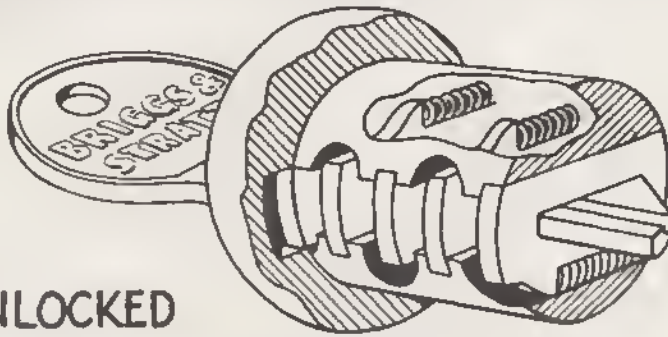
There are many good reasons why locks are matched in this manner, and this same sequence should be maintained in replacing locks. This enables a car owner to leave the key in the ignition lock when parking his car and take with him his key for the dash compartment, trunk and tire.

The exceptions are as follows:-

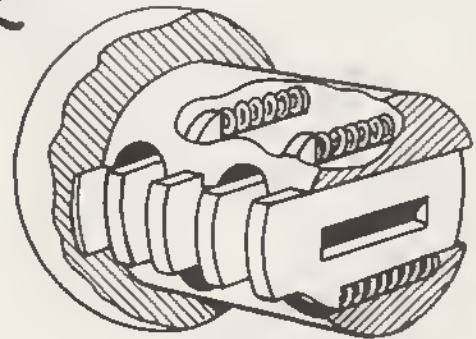
1940-1950 - Buick	Locks all operate with one key.
1946-1950 - Chevrolet	

VARIOUS TYPES OF BRIGGS & STRATTON AUTOMOTIVE LOCKS

WAFER TUMBLER LOCK

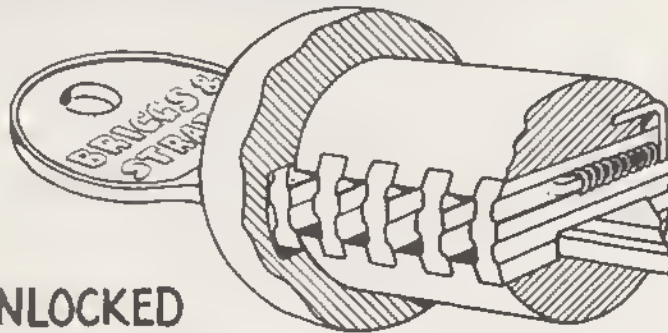


UNLOCKED

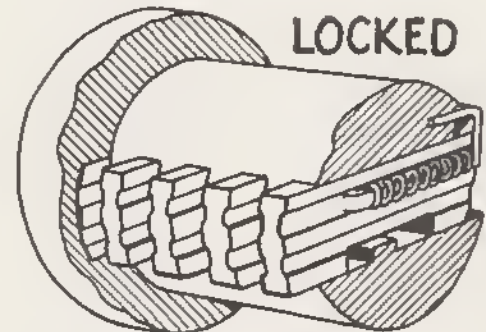


LOCKED

RIB TUMBLER LOCK

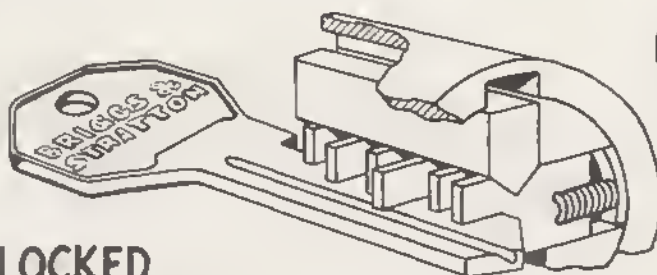


UNLOCKED

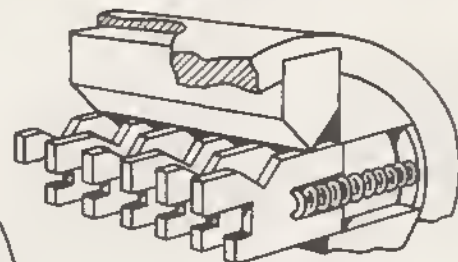


LOCKED

SIDE BAR LOCK

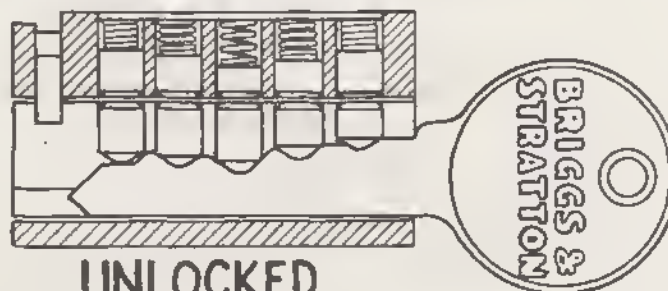


UNLOCKED

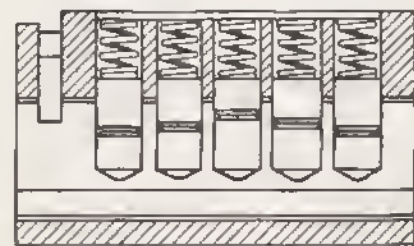


LOCKED

PIN TUMBLER LOCK



UNLOCKED



LOCKED

HOW TO CODE A SIDE BAR LOCK TO SPECIAL KEY NUMBER

Side Bar locks can be quickly coded to special key number to match other keys on the car by following instructions below. These are the type of locks used on General Motors Cars since 1935 and a few on Nash cars.

By purchasing the side bar locks uncoded you will receive them without tumblers, springs or retainers which are available separately.



(FIG. B)



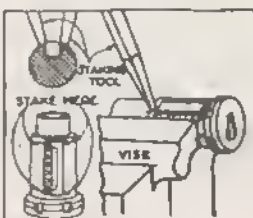
(FIG. C) (FIG. D)



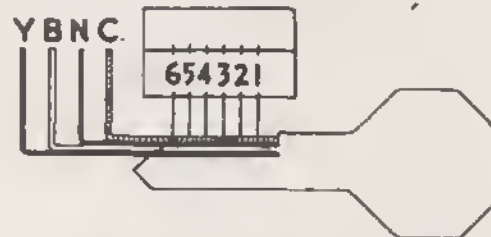
(FIG. E)



(FIG. F)



(FIG. G)



HOW TO DETERMINE CODE OF KEY

1. Lay key on diagram with bottom of key flush with edge of drawing, head and point carefully lined up.
2. Read code in letters C-N-B-Y from head of key to tip, from positions 1 to 6 inclusive, and as each depth is determined write that letter in blank space provided above position numbers (1-2-3-4-5-6).
3. With key properly lined up on diagram, all cuts that show in first section are to be marked "C".
Cuts that fall in the first black section, mark "N"
Cuts that fall in white section, mark "B"
Cuts that fall in second black section, mark "Y"

HOW TO ASSEMBLE LOCK

1. The letters (C-N-B-Y) which you have written above the cutting positions indicate the different color tumblers that are to be dropped in each tumbler slot of the lock.
C - Copper N - Nickel B - Black Y - Yellow
2. Starting from head (No. 1 Position) of lock drop colored tumblers in proper slots (See Fig. B) when all assembled press down with finger (See Fig. C & D).
3. Insert springs in round cavities (See Fig. E). Do not pull tumbler springs apart. Unscrew them.
4. Insert spring retainer (See Fig. F). Its 6 prongs each slip into one of the springs, and the ends into staking slots.
5. Check by inserting cut key. If correct, side bar will drop in place. Fasten spring retainer by peening, (See Fig. G). Use screw driver and light hammer.

KOLOR TUMBLERS



FOR SIDE BAR LOCKS
Used On General Motors Cars
1935 - 1950

HOW TO CODE A SIDE BAR LOCK TO SPECIAL KEY NUMBER

Side Bar locks can be quickly coded to special key number to match other keys on the car by following instructions below.

By purchasing the side bar locks uncoded you will receive them without tumblers, springs or retainers which are available separately.

For 1967 G.M. Locks, the Kolor Code C-N-B-Y System has been replaced by a number system 1-2-3-4-5. The new series carries an additional depth, thus allowing more combinations than the old 8000-9499 Series. Also the old 15 groove has been replaced with a 50 groove Primary and 51 groove Secondary.

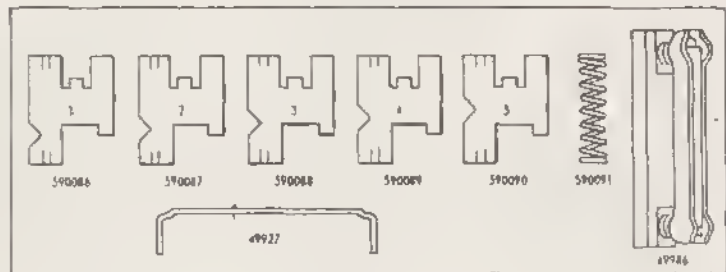


Fig. A

Using the new V-W-X-Y Key Series as available from your nearest Central Service Distributor, you will code as follows:

1. Starting from head (No. 1 Position) of lock drop tumblers in proper slots. (See Fig. B). When all assembled press down with finger. (See Fig. C and D).
2. Insert springs in round cavities. (See Fig. E). Do not pull tumbler springs apart. Unscrew them.
3. Insert spring retainer (See Fig. F) and hold in place.
4. Check by inserting cut key. If correct, side bar will drop in place. Fasten spring retainer by peening, (See Fig. G and H) Use screw driver and light hammer.



Fig. B

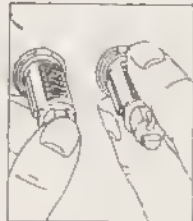


Fig. C Fig. D



Fig. E



Fig. F

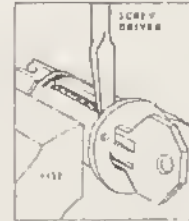


Fig. G



Fig. H

HOW TO CODE 5 TUMBLER SINGLE BITTED LOCKS TO SPECIAL KEY NUMBERS

To file the tumblers of an uncoded 5 tumbler single bitted lock cylinder to fit a special key number proceed as follows:

1. Insert key in uncoded cylinder.
2. Press cylinder into fixture, 53630, with notched side of key up and long tumblers in slot. (See Fig. 1).
3. Hold filing fixture in vise and file tumblers flush with edge of fixture. We suggest using a standard 5/8" Double Cut Bastard File. To finish the job use flat 5/16" #2 cut Needle Equalling File.
4. Remove cylinder and insert in opposite side of fixture with notched side of key down. (See Fig. 2). File tumblers flush with edge of fixture.
5. Use fixture for test gauge. Remove from vise and if tumblers are filed correctly cylinder will turn in fixture.

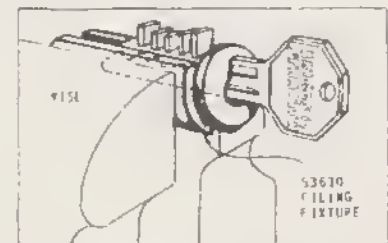


Fig. 1

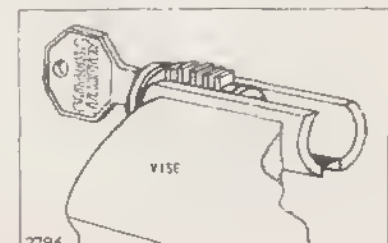
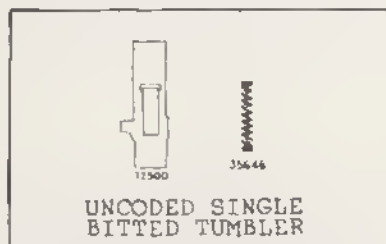
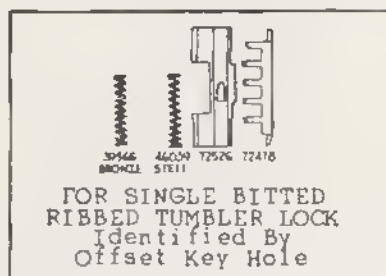
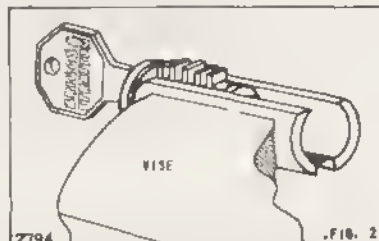
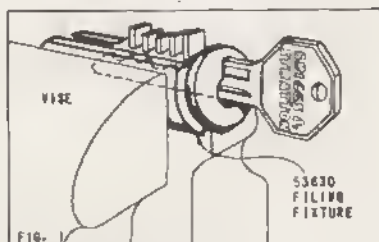


Fig. 2

HOW TO CODE 5 TUMBLER SINGLE BITTED LOCKS TO SPECIAL KEY NUMBERS

To file the tumblers of an uncoded 5-tumbler single bitted lock cylinder to fit a special key number proceed as follows:



1. Insert key in uncoded cylinder.
2. Press cylinder into fixture, 53630, with notched side of key up and long tumblers in slot. (See Fig. 1).
3. Hold filing fixture in vise and file tumblers flush with edge of fixture. We suggest using a standard 5/8" Double Cut Bastard File, B&S No. 73940). To finish the job use flat 5/8" #2 cut Needle Equalling File. (B&S 72938)
4. Remove cylinder and insert in opposite side of fixture with notched side of key down. (See Fig. 2). File tumblers flush with edge of fixture.
5. Use fixture for test gauge. Remove from vise and if tumblers are filed correctly cylinder will turn in fixture.

A coded plate type cylinder can be changed to an uncoded cylinder by removing the tumblers and inserting uncoded tumblers No. 72500. It is not necessary to re-stake the tumblers, but be careful not to remove the key until cylinder is in the lock housing as the tumblers may spring out.

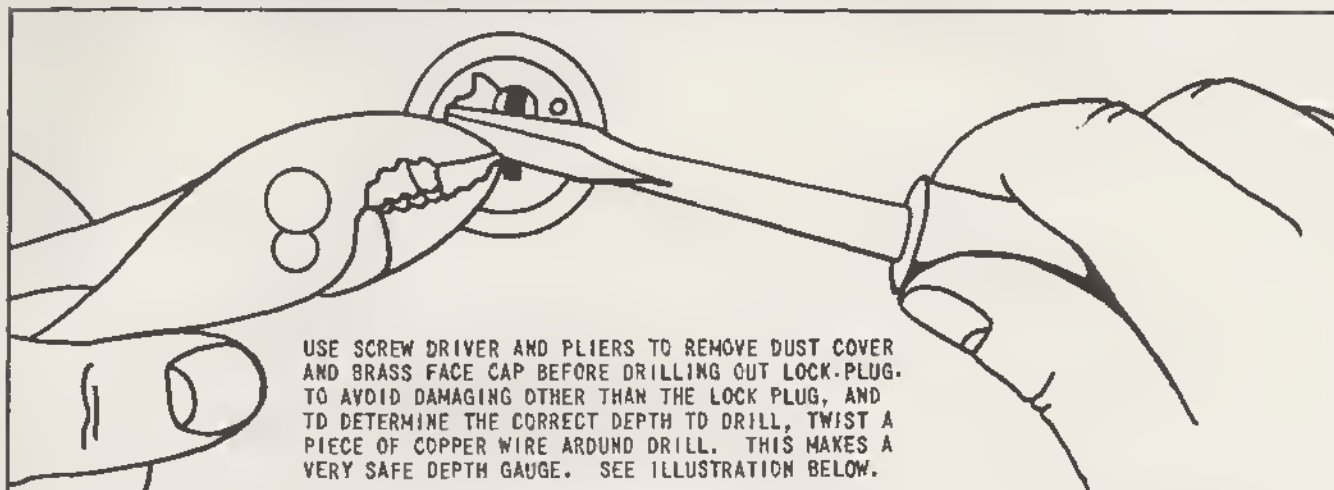
The same procedure can be followed for ribbed tumbler locks by using 72526 tumblers. To re-stake plate tumblers it is necessary to replace the retainer wire into slot and peen the die cast metal over the retainer wire at two points. To re-stake ribbed tumblers use retainer 72478 and insert retainer points into slots in cylinder. Peen the die cast metal on these points.




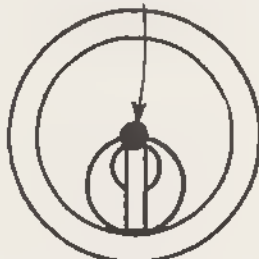
HOW TO CODE PIN TUMBLER LOCKS TO SPECIAL KEY NUMBERS

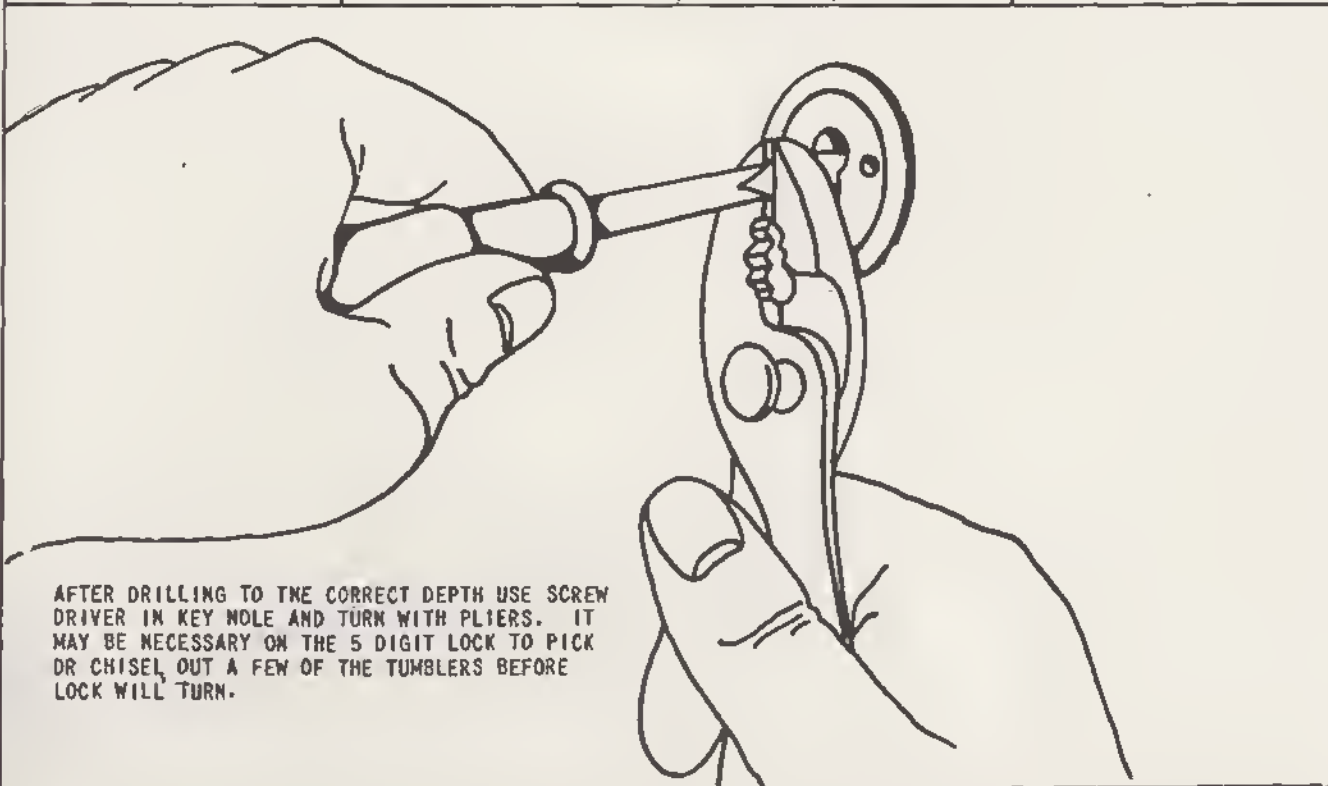
Refer to Briggs & Stratton Key Code Book to determine code for key. Position No. 1 is the tumbler hole nearest the face of lock or closest to key hole. Follow the code and insert into each tumbler hole, one pin and driver according to the code number. Then insert the springs and stake in spring retainer. (See Illustration Below)

SMALL PIN TUMBLER LOCKS FORD-1934-1950 MERCURY 1939-1950		PIN TUMBLER LOCK ASSEMBLY	LARGE PIN TUMBLER LOCKS USED ON CHRYSLER CARS 1934-1950	
<p>DRIVERS</p> <p>5 4 3 2 1</p> <p>53135 53136 53103 53102 53101</p> <p>PINS</p> <p>5 4 3 2 1</p> <p>53125 53124 53123 53122 53121</p> <p>46105 82341</p>	<p>2795</p>	<p>DRIVERS</p> <p>1 2 3 4 5</p> <p>53120 53121 53122 53123 53124</p> <p>PINS</p> <p>1 2 3 4 5</p> <p>53100 53101 53102 53103 53104</p> <p>46150 82354</p>		

GENERAL INSTRUCTIONS FOR REMOVING LOCKS BY DRILLING



WAFFER TUMBLER LOCK	GRID TUMBLER LOCK	SIDE-BAR LOCK	PIN TUMBLER LOCK
<p>DRILL POINT ENTRY</p>  <p>USE 1/4" DRILL DRILL 3/4" DEEP</p>	<p>DRILL POINT ENTRY</p>  <p>USE 1/4" DRILL DRILL 3/4" DEEP</p>	<p>DRILL POINT ENTRY</p>  <p>START WITH 1/8" DRILL. FINISH WITH 1/4" DRILL DRILL 3/4" DEEP</p>	<p>DRILL POINT ENTRY</p>  <p>USE 1/8" DRILL DRILL 1" DEEP</p>



1953

1953

LOCK SERVICE INSTRUCTION INDEX

Plate numbers listed below refer to illustrated service instructions

	BUICK	CADILLAC	CHEVROLET	CHRYSLER	DE SOTO	DIAMOND T	DODGE	FORD	GMC TRUCK	HUDSON	INTERNATIONAL	LINCOLN	MERCURY	NASH	NASH RAMBLER	OLDSMOBILE	PACKARD	PLYMOUTH	PONTIAC	WHITE TRUCK	WILLYS AERO	WILLYS TRUCK
IGNITION LOCK	2	2	2	4	4	5	4	46	2	5	5	46	46	5	5	2	8	4	2	5	51	5
DOOR PILLAR (PASSENGER)	23	23	23	10	10	12	10	11	-	43	12	11	11	12	12	23	49	10	23	18	12	-
DOOR PILLAR (SEDAN DELIVERY)	-	-	23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
DOOR PILLAR (COMMERCIAL)	-	-	54	-	-	-	-	11	54	-	-	-	-	-	-	-	-	-	-	-	-	-
DOOR HANDLE LOCK	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	-	22
REAR COMPARTMENT (HANDLE)	-	-	-	-	-	-	-	-	-	-	-	-	-	12	-	-	-	-	-	-	-	xx
LIFT GATE (STATION WAGON)	14	-	14	10	10	-	59	-	-	-	-	-	-	-	-	-	59	14	-	-	-	-
REAR COMPARTMENT LOCK	27	27	48	30 56	-	56	55	-	58	-	47	47	12	-	48	57	57	27	-	52	-	-
DASH COMPARTMENT (PASSENGER)	37	37	37	x	42	x	x	-	44	-	x	x	44	42	60	33	x	37	-	42	-	-
DASH COMPARTMENT (COMMERCIAL)	-	-	42	-	-	-	-	42	-	42	-	-	-	-	-	-	-	-	-	-	-	37
FENDER (GAS TANK)	33	-	-	-	-	-	-	-	-	-	-	-	-	-	33	-	-	33	-	-	-	-
CAB HOIST LOCK	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	-	-

x REPLACE ENTIRE LOCK

xx REMOVE BY DRILLING OUT LOCK CYLINDER

1954

1954

LOCK SERVICE INSTRUCTION INDEX

Picture numbers listed below refer to illustrated service instructions

	BUICK	CADILLAC	CHEVROLET	CHRYSLER	DE SOTO	DIAMOND T	DODGE	FORD	GMC TRUCK	HUDSON	INTERNATIONAL	LINCOLN	MERCURY	MASH RAMBLER	MASH STATION WAGON	OLDSMOBILE	PACKARD	PONTIAC	PLYMOUTH	WHITE TRUCK	WILLYS AERO	WILLYS TRUCK
IGNITION LOCK	2	2	2	4	5	4	46	2	5	5	46	46	5	5	2	8	4	2	5	51	5	
DOOR PILLAR (PASSENGER)	11 23	23	10	10	12	10	11	-	43	12	11	11	12	12	11	49	10	23	12	12	-	
DOOR PILLAR (SEDAN DELIVERY)	-	23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
DOOR PILLAR (COMMERCIAL)	-	54	-	-	-	-	11	54	-	-	-	-	-	-	-	-	-	-	-	-	-	
DOOR HANDLE LOCK	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	
REAR COMPARTMENT (HATCH)	-	-	-	-	-	-	-	-	-	-	-	-	-	12	-	-	-	-	-	-	xx	
LIFT GATE (STATION WAGON)	14	-	14	10	-	59	-	-	-	-	-	-	-	-	-	-	59	14	-	-	-	
REAR COMPARTMENT LOCK	27	27	30 56	30 56	-	56	55	-	58	-	47	47	12	-	27 48	57	56	27 48	-	52	-	
DASH COMPARTMENT (PASSENGER)	37	37	x	61	42	x	x	-	44	-	x	x	44	42	60	33	x	37	-	42	-	
DASH COMPARTMENT (COMMERCIAL)	-	37	-	-	-	-	-	42	-	42	-	-	-	-	-	-	-	-	-	-	37	
FENDER (GAS TANK)	33	-	-	-	-	-	-	-	-	-	-	-	-	-	33	-	-	33	-	-	-	
CAB HOIST LOCK	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

x REPLACE ENTIRE LOCK

xx REMOVE BY DRILLING OUT LOCK CYLINDER

1955

1955

LOCK SERVICE INSTRUCTION INDEX

Plate numbers listed below refer to illustrated service instructions

	BUICK	CADILLAC	CHEVROLET	CHRYSLER	DE SOTO	DIAMOND T	DOODGE	FORD	GMC TRUCK	HUOSON	INTERNATIONAL	LINCOLN	MERCURY	NASH	NASH STATESMAN	OLDSMOBILE	PACKARD	PLYMOUTH	PONTIAC	WHITE TRUCK	WILLYS AERO	WILLYS TRUCK
IGNITION LOCK	2	2	2	4	5	4	46	2	5	5	46	46	5	5	2	51	4	2	5	51	5	
DOOR PILLAR (PASSENGER)	11 23	23 62	11	10	10	10	11	-	43 45	65	11	11	43 45	43 45	11 23	49	10	11	45	12	-	
DOOR PILLAR (SEDAN DELIVERY)	-	-	11 23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
DOOR PILLAR (COMMERCIAL)	-	-	54 64	-	-	-	11	54	-	-	-	-	-	-	-	-	-	-	12	-	-	
DOOR HANDLE LOCK	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	-	22	
REAR COMPARTMENT (HARDLE)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	xx	
LIFT GATE (STATION WAGON)	14	-	14 63	66	66	59	-	-	59	-	-	-	59	59	-	-	59	14 63	-	-	-	-
REAR COMPARTMENT LOCK	48	48	48	56	56	56	55	-	53	-	55	55	43 45	43 45	48	57	56	48	-	52	-	-
DOOR COMPARTMENT (PASSENGER)	37	37	37	x	x	x	x	-	42 44	-	x	x	44	42	60	42	x	60	-	42	-	37
DOOR COMPARTMENT (COMMERCIAL)	-	-	37	-	-	-	-	37 42	-	42	-	-	-	-	-	-	-	-	-	-	-	-
FENDER (GAS TANK)	33	-	-	-	-	-	-	-	-	-	-	-	-	-	33	-	-	33	-	-	-	-
CAB NOIST LOCK	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

x REPLACE ENTIRE LOCK

xx REMOVE BY DRILLING OUT LOCK CYLINDER

1956

1956

LOCK SERVICE INSTRUCTION INDEX

Plate numbers listed below refer to illustrated service instructions.

1956

1956

LOCK SERVICE INSTRUCTION INDEX

Plate numbers listed below refer to illustrated service instructions.

	BUICK	CADILLAC	CHEVROLET	CHRYSLER	DE SOTO	DIAMOND T	DODGE	FORD	GMC TRUCK	HUDSON	INTERNATIONAL	LINCOLN	MACK TRUCK	MERCURY	NASH STATESMAN	NASH RAMBLER	OLDSMOBILE	PACARD	PLYMOUTH	PONTIAC	WHITE TRUCK	WILLYS TRUCK
IGNITION LOCK	3	2	2	4	4	5	4	48	2	5	5	46	5	46	5	5	2	51	4	3	5	5
DOOR PILLAR (PASSENGER)	11 67 23 67 23 68 63 68	11 66	10	10	10	12	10	11	..	43 45	65	11	..	11	43 45	11 49	10	68	11	..	..
DOOR PILLAR (SEDAN DELIVERY)	..	..	14	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
DOOR PILLAR (COMMERCIAL)	..	..	54 64	..	..	..	..	11	54	..	..	45	..	..	..	..	..	..	..	12 X	..
DOOR HANDLE LOCK	..	..	..	..	..	31	..	..	..	..	..	..	..	..	..	..	..	..	..	18 19	22
REAR CDMPARTMENT (HANDLE)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	XX
LIFT GATE (STATION WAGDN)	14	..	14 63	66 66	..	39	..	..	..	39	..	..	..	..	59	59	..	..	14 63	..	..
REAR CDMPARTMENT LOCK	48	48	48	56 56	..	36	35	..	43 53	..	..	55	..	55	43 45	48 45	56	56	48	..	..
OASN CDMPARTMENT (PASSENGER)	37	60	37	X	X	X	X	..	42 44	..	..	X	X	X	44	42	37	42	X	60	..
DASN CDMPARTMENT (COMMERCIAL)	..	..	37	..	..	..	..	37 42	..	42	..	..	..	..	..	..	..	..	..	..	37

X REPLACE ENTIRE LOCK

XX REMOVE BY DRILLING OUT LOCK CYLINDER

1957

1957

LOCK SERVICE INSTRUCTION INDEX

Plate numbers listed below refer to illustrated service instructions.

	BUICK	CADILLAC	CHEVROLET	DIAMOND T	DODGE	FORD	GMC TRUCK	NUSSON	INTERNATIONAL	MACE TRUCK	LINCOLN	MERCURY	NASH	NASH STATESMAN	NASH Rambler	OLDSMOBILE	PLYMOUTH	PONTIAC	WHITE TRUCK	WILLYS TRUCK
IGNITION LOCK	2	2	2	5	4	46	2	5	5	5	46	46	5	5	2	4	2	5	5	5
DOOR PILLAR (PASSENGER)	69	69	11	12	70	11	--	43	45	65	11	11	43	43	69	10	11	--	--	--
DOOR PILLAR (SEDAN DELIVERY)	--	--	14	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
DOOR PILLAR (COMMERCIAL)	--	--	54	14	--	--	54	--	--	45	--	--	--	--	--	--	--	45	--	--
DOOR HANDLE LOCK	--	--	--	21	--	--	--	--	--	--	--	--	--	--	--	--	--	--	22	--
REAR COMPARTMENT (HANDLE)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	XX	--
LIFT GATE (STATION WAGON)	63	--	14	63	--	--	--	59	--	--	--	--	59	59	63	--	14	63	--	--
REAR COMPARTMENT LOCK	48	48	48	--	56	55	--	53	--	--	55	55	43	43	48	56	48	--	--	--
DASH COMPARTMENT (PASSENGER)	42	60	37	X	X	X	--	42	44	--	X	X	44	42	39	X	60	--	--	--
DASH COMPARTMENT (COMMERCIAL)	--	--	37	--	--	--	37	--	42	--	--	--	--	--	--	--	--	--	--	37

X REPLACE ENTIRE LOCK

XX REMOVE BY DRILLING OUT LOCK CYLINDER

1958

Photo numbers listed below refer to illustrated service instructions.

↑ REPLACE ENTIRE LOCK

↑ REMOVE BY DRILLING OUT LOCK CYLINDER

1959

LOCK SERVICE INSTRUCTION INDEX

Plate numbers listed below refer to illustrated service instructions.

	<div> <div>AMERICAN MOTORS</div> <div>BUICK</div> <div>CADILLAC</div> <div>CHEVROLET</div> <div>DIAMOND T</div> <div>DODGE</div> <div>FORD - EDSEL</div> <div>GMC TRUCK</div> <div>INTERNATIONAL</div> <div>MACK TRUCK</div> <div>LINCOLN</div> <div>MERCURY</div> <div>OLDSMOBILE</div> <div>PLYMOUTH</div> <div>PONTIAC</div> <div>WHITE TRUCK</div> <div>WILLYS TRUCK</div> </div>															
IGNITION LOCK	5	2	2	2	2	2	2	2	2	2	2	2	2	2	2	5
DOOR PILLAR (PASSENGER)	45	73 74	73 74	73 74	73 74	73 74	73 74	73 74	73 74	73 74	73 74	73 74	73 74	73 74	73 74	—
DOOR PILLAR (REAR)	—	—	68	—	—	—	—	—	—	—	—	—	—	—	—	—
DOOR PILLAR (COMMERCIAL)	—	—	—	—	—	54 14	—	—	—	—	—	—	—	—	45	45
DOOR HANDLE LOCK	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	22
REAR COMPARTMENT (HANDLE)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	†
LIFT GATE (STATION WAGON)	59	78 79	—	—	—	—	59 82	—	—	—	—	—	—	—	78 79	—
REAR COMPARTMENT LOCK	72 45	75 48	75 48	76 48	—	—	49 81	—	—	—	—	—	—	—	77 48	—
DASH COMPARTMENT (PASSENGER)	42	42	60	37	†	†	†	—	—	—	—	—	—	—	42	—
DASH COMPARTMENT (COMMERCIAL)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	37

† REPLACE ENTIRE LOCK

† RE' E BY DRILLING OUT LOCK CYLINDER

1960

1960

LOCK SERVICE INSTRUCTION SHEET

Plate numbers listed below refer to illustrated service instructions

	AMERICAN MOTORS		BUICK		CADILLAC		CHEVROLET		CHEVROLET CORVAIR		DODGE		FORD - EDSEL		INTERNATIONAL TRUCK		LINCOLN		MERCURY		OLDSMOBILE		PONTIAC		WHITE TRUCK		WILLYS TRUCK	
	5	2	2	2	2	2	2	2	5	4	83	2	5	5	83	83	2	2	4	2	5	5	5	5	5	5	5	5
IGNITION LOCK																												
DOOR PILLAR (PASSENGER)	45	68 84	68 74	68 74	73	12	70	80	—	65	—	71	80	68 74	68 74	70	68 74	—	—	—	—	—	—	—	—	—	—	—
DOOR PILLAR (REAR)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
DOOR PILLAR (COMMERCIAL)	—	—	—	54	—	—	—	—	—	—	—	54	—	45	—	—	—	—	—	—	—	45	45	—	—	—	—	—
DOOR HANDLE LOCK	—	—	—	—	—	21	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
FRONT COMPARTMENT LOCK	—	—	—	—	—	48	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
REAR COMPARTMENT (HANDLE)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
LIFT GATE (STATION WAGON)	59	78 79	—	78 79	—	—	59	82	—	—	—	—	—	—	—	—	78 79	59	78 79	—	—	—	—	—	—	—	—	—
REAR COMPARTMENT LOCK	72 45	75 48	75 48	48	—	—	48	81	—	—	—	—	—	—	—	—	48	48	48	48	—	—	—	—	—	—	—	—
DASH COMPARTMENT (PASSENGER)	42	42	60	37	37	†	†	†	†	—	—	—	—	—	—	—	42	†	42	—	—	—	—	—	—	—	—	—
DASH COMPARTMENT (COMMERCIAL)	—	—	—	37	—	—	—	—	—	—	—	37 42	42	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TIRE WELL LOCK	—	—	—	—	—	—	72	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
SEALAN DELIVERY (BACK DOOR)	—	—	—	63	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

- † REPLACE ENTIRE LOCK
- † REMOVE BY DRILLING OUT LOCK CYLINDER

1961

Plate numbers referred to below refer to illustrated service instructions.

↑ REPLACE ENTIRE LOCK
↑ REMOVE BY DRILLING OUT LOCK CYLINDER

LOCK SERVICE INSTRUCTION SHEET

1962

TYPE OF LOCK

↑ REPLACE ENTIRE LOCK

↑ REMOVE BY DRILLING OUT LOCK CYLINDER

1964

LOCK SERVICE INSTRUCTION SHEET

Plate numbers referred to below refer to illustrated service instructions.

TYPE OF LOCK	AMERICAN MOTORS	BUICK SPECIAL	BUICK	BUICK	CADILLAC	CHEVROLET	CHEVROLET II	CHEVELLE	CORVAIR	CORVETTE	GREENBRIER	CHEV. TRUCKS	CHRYSLER-VALIANT	FORD & LANCER	FORD & FALCON	ELC TRUCK	INTERNATIONAL TRUCK	LINCOLN	MACK TRUCK	MERCURY	OLDSMOBILE	OLDS - F 85	PLYMOUTH	PONTIAC	PONTIAC - TEMPEST	WHITE TRUCK	WILLYS JEEP
IGNITION LOCK	5	85	85	85	85	85	85	85	85	85	85	4	4	83	85	5	5	5	5	85	85	A	85	85	--	5	5
DOOR PILLAR LOCK	45	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89	86	86	88	88	45	45	45	45	68 86	68 86	86	68 86	68 86	18 86	45	45
DOOR HANDLE LOCK											54 54 63				9												
SAFETY DOOR LOCK															54												
FRONT COMPARTMENT																											
REAR COMPARTMENT	72	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	1	1	37
DASH COMPARTMENT	42	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37
TAIL GATE LOCK	72 59	79	79	79	79	79	79	79	79	79	79	79	79	79	79	79	79	79	79	79	79	79	79	79	79	79	59
CONSOLE LOCK		37	60	37																							
TIRE LOCK																											
FLOOR PAN LOCK		86																									
STOWAGE LOCK																											

↑ REPLACE ENTIRE LOCK
↑ REMOVE BY DRILLING OUT LOCK CYLINDER

1965

LOCK SERVICE INSTRUCTION SHEET

Plate numbers referred to below refer to illustrated service instructions

TYPE OF LOCK	1965															
	AMERICAN MOTORS															
IGNITION LOCK	5	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85
	5	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85
DOOR PILLAR LOCK	45	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58
	45	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58
DOOR HANDLE LOCK																
SAFETY DOOR LOCK																
FRONT COMPARTMENT																
REAR COMPARTMENT	45	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48
	72	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48
DASH COMPARTMENT	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42
	37	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42
TAIL GATE LOCK	72	79	79	79	79	79	79	79	79	79	79	79	79	79	79	79
	59	79	79	79	79	79	79	79	79	79	79	79	79	79	79	79
CONSOLE LOCK	42	37	50	37												
	42	37	50	37												
TIRE LOCK																
FLOOR PAN LOCK	42	86														
	72	86														
STORAGE LOCK																

† REPLACE ENTIRE LOCK

1966

LOCK SERVICE INSTRUCTION SHEET

Plate numbers referred to below refer to illustrated service instructions

1966		TYPE OF LOCK		AMERICAN MOTORS BUICK CADILLAC CHEVROLET CHEVROLET II CHEVELLE CORVAIR CORVETTE CHEV. TRUCKS FORD & FALCON GMC TRUCK INTERNATIONAL TRUCK MACK TRUCK MERCURY OLDSMOBILE PONTIAC VOLVO WHITE TRUCK WILLYS JEEP																			
IGNITION LOCK	5	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	
DOOR PILLAR LOCK	45	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89	
DOOR HANDLE LOCK																							
SAFETY DOOR LOCK																							
FRONT COMPARTMENT																							
REAR COMPARTMENT	45 72	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	
DASH COMPARTMENT	42	37	60	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	
TAIL GATE LOCK	72 59 45	79		90 79	78 79	78 79	78 79	78 79	78 79	78 79	78 79	78 79	78 79	78 79	78 79	78 79	78 79	78 79	78 79	78 79	78 79	78 79	
CONSOLE LOCK	42	37	60	37																			
TIRE LOCK				6	6	6	6	6	6														
FLOOR PAN LOCK	42 72	86		84																			
STORAGE LOCK																							

Lock Service Instruction Sheet

1966

Please refer to below for illustrated service instructions

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1967

LOCK SERVICE INSTRUCTION SHEET

Plate numbers referred to below refer to illustrated service instructions

1967		TYPE OF LOCK		AMERICAN MOTORS		BUICK		CADILLAC		CHEVROLET		CHEVROLET II		CAMERO		CHEVELLE		CORVAIR		CORVETTE		CHEV. TRUCKS		FORD & FALCON		GMC TRUCK		INTERNATIONAL TRUCK		MACK TRUCK		MERCURY		OLDSMOBILE		PONTIAC		VOLVO		WHITE TRUCK		WILLYS JEEP			
				TYPE OF LOCK		TYPE OF LOCK		TYPE OF LOCK		TYPE OF LOCK		TYPE OF LOCK		TYPE OF LOCK		TYPE OF LOCK		TYPE OF LOCK		TYPE OF LOCK		TYPE OF LOCK		TYPE OF LOCK		TYPE OF LOCK		TYPE OF LOCK		TYPE OF LOCK		TYPE OF LOCK		TYPE OF LOCK		TYPE OF LOCK		TYPE OF LOCK		TYPE OF LOCK		TYPE OF LOCK		TYPE OF LOCK	
IGNITION LOCK		85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	
DOOR PILLAR LOCK		43	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	
DOOR HANDLE LOCK																																													
SAFETY DOOR LOCK																																													
FRONT COMPARTMENT																																													
REAR COMPARTMENT		59	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48		
DASH COMPARTMENT		42	42	37	60	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	
TAIL GATE LOCK		72	79	79	90	79	90	79	90	79	90	79	90	79	90	79	90	79	90	79	90	79	90	79	90	79	90	79	90	79	90	79	90	79	90	79	90	79	90	79	90	79	90	79	90
CONSOLE LOCK		42	37	60	37	60	37	60	37	60	37	60	37	60	37	60	37	60	37	60	37	60	37	60	37	60	37	60	37	60	37	60	37	60	37	60	37	60	37	60	37	60	37	60	37
TIRE LOCK					5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
FLOOR PAN LOCK		42	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86
STOWAGE LOCK*																																													
LUGGAGE COMPARTMENT																																													

Please numbers referred to below refer to illustrated service instructions

LOCK SERVICE INSTRUCTION SHEET

* REPLACE ENTIRE LOCK

1968

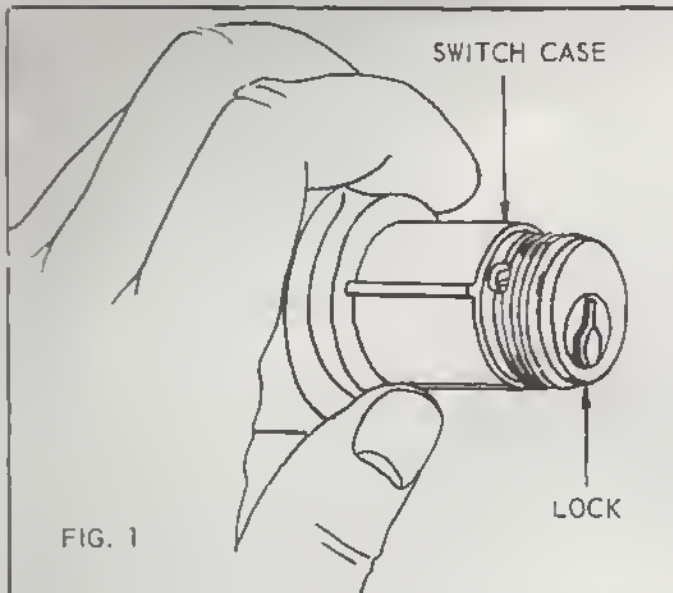
LOCK SERVICE INSTRUCTION SHEET

Plate numbers referred to below refer to illustrated service instructions

TYPE OF LOCK	1968																							
	AMERICAN MOTORS				BUICK				CADILLAC				CHEVROLET				CHEVROLET II				CAMERO			
IGNITION LOCK	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85
DOOR PILLAR LOCK	43	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89	68 86 89
DOOR HANDLE LOCK																								
SAFETY DOOR LOCK																								
FRONT COMPARTMENT																								
REAR COMPARTMENT	59	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48
DASH COMPARTMENT	42	42 37	60	60	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42
TAIL GATE LOCK	72 59	79	90 79																					
CONSOLE LOCK	42	37	60	37																				
TIRE LOCK				6																				
FLOOR PAN LOCK		86		84																				
STORAGE LOCK																								
LUGGAGE COMPARTMENT																								

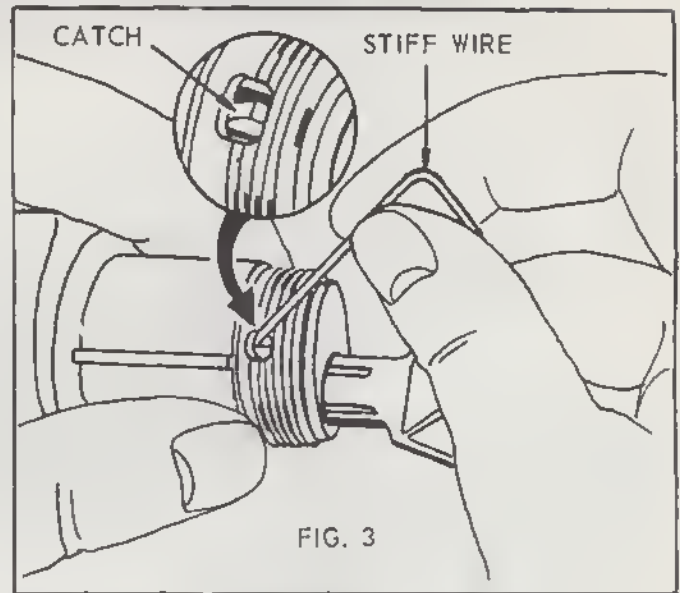
† REPLACE ENTIRE LOCK

INSTRUCTIONS FOR REMOVING AND REPLACING BRIGGS & STRATTON
1965 CHRYSLER IGNITION LOCK IN IGNITION SWITCH
SUPERSEDES PLATE 4 IN LOCK SERVICE INSTRUCTIONS

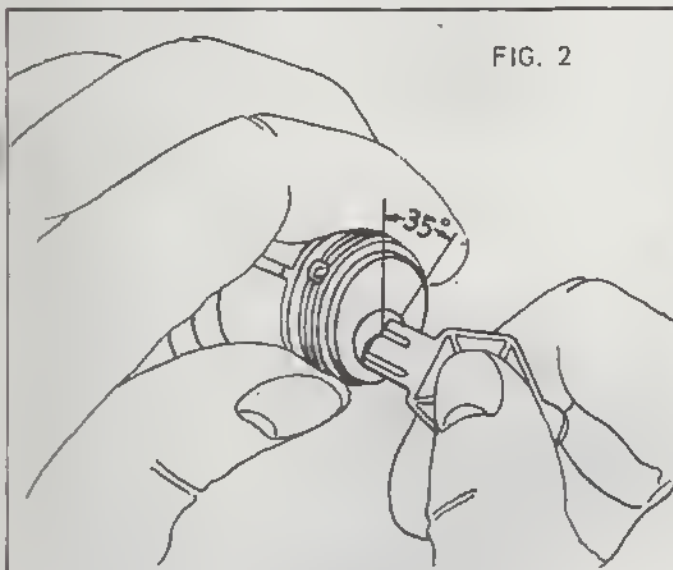


REMOVING IGNITION SWITCH FROM DASH

Unscrew bezel holding switch to dash. Push switch assembly out of dash. (Fig. 1)

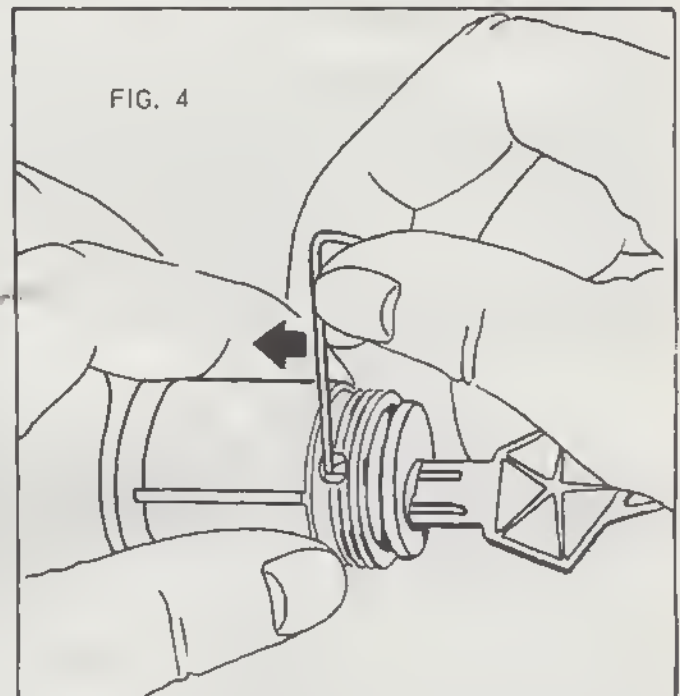


Using a stiff wire, depress catch and force wire down into depression behind it. (Fig. 3)



REMOVING LOCK CYLINDER

Insert key, turn 35° clockwise on "ON" position. (Fig. 2)



Pry wire backwards in direction of arrow to force lock out of switch case. (Fig. 4)

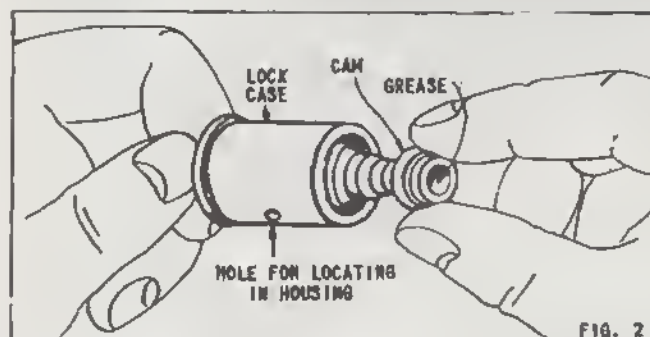
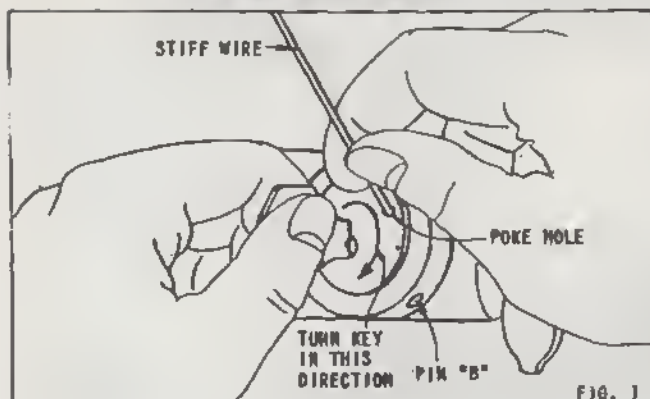
NOTE: If lock is to be removed from switch for any length of time, it is advisable to disconnect a wire from switch.

REPLACING LOCK

Matching groove in lock with tongue in switch case, push lock in and turn key clockwise, releasing catch. Replace wire on switch.

BRIGGS & STRATTON CORP. LOCK SERVICE INSTRUCTIONS

Plate No. 1

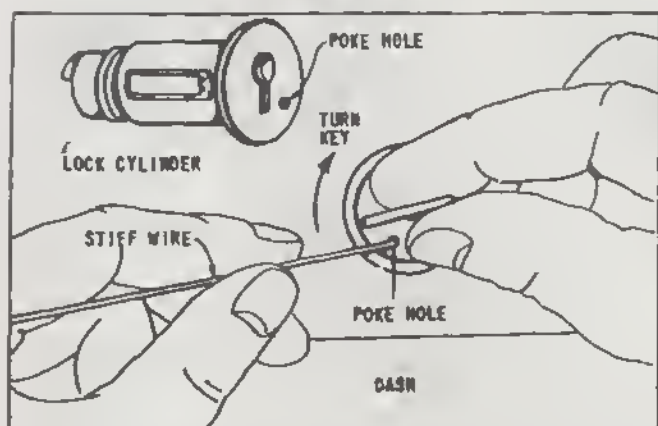


TO REMOVE LOCK CYLINDER AND CAM FROM LOCK CASE. Insert key, turn clockwise until stop. Using stiff wire in poke hole, depress plunger. Continue turning key clockwise until cylinder and cam can be removed. Fig. 1.

TO REMOVE LOCK CASE. Drive out pin "B" from inside of case. NOTE: If key will not turn cylinder, remove cylinder and case by drilling out pin "B". Replace lock case, using new pin.

REPLACING LOCK CYLINDER. Insert key. Place a dab of grease on cam to hold it on lock cylinder (Fig. 2). Line up cam and bolt, - push cylinder into case and turn counter clockwise until cylinder snaps into place.

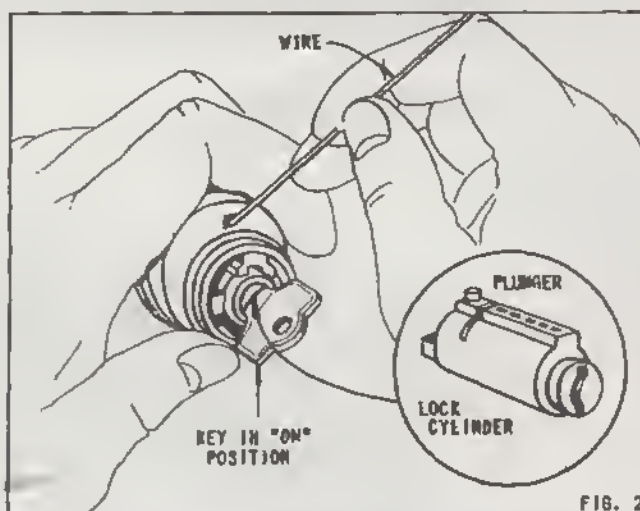
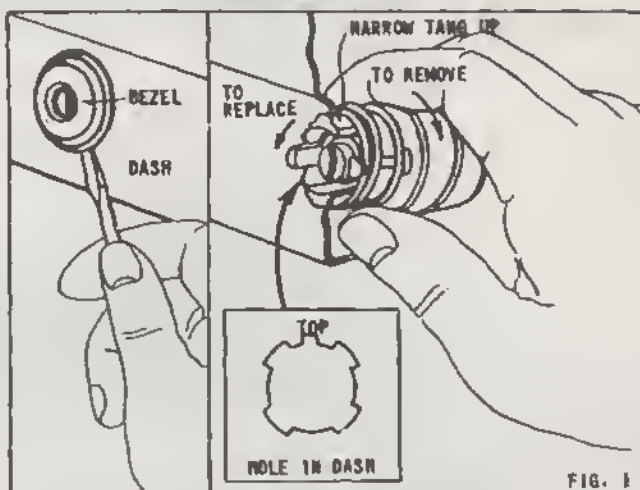
Plate No. 2



TO REMOVE LOCK CYLINDER FROM LOCK CASE. Using key turn lock clockwise until stop. Insert stiff wire thru hole in face of cylinder and depress plunger. Continue turning key clockwise until cylinder can be removed. NOTE: If lock cylinder is to be removed from switch for any length of time it is advisable to disconnect a wire from switch.

REPLACING LOCK CYLINDER. With the key in a horizontal position in lock cylinder insert the cylinder into lock case and turn counter clockwise until cylinder snaps into place. NOTE: Replace wire on switch.

Plate No. 3



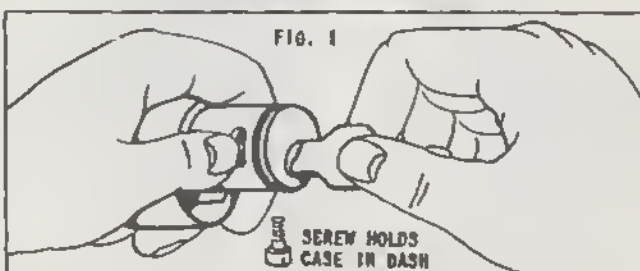
TO REMOVE SWITCH HOUSING WITH LOCK. Pry bezel off with screw driver. Push switch forward, turn clockwise and withdraw from dash. Fig. 1.

REMOVING CYLINDER FROM HOUSING. Using the key turn switch to "ON" position. Depress plunger with stiff wire as shown in Fig. 2 and pull cylinder out of switch housing. NOTE: If lock cylinder is to be removed from switch for any length of time it is advisable to disconnect a wire from switch.

REPLACING LOCK CYLINDER. Turn the key in lock cylinder to the right and depress plunger with finger (Fig. 2). Hold the housing with poke hole up, insert cylinder with depressed plunger up and turn key counter clockwise snapping lock in place. NOTE: Replace switch wire.

REPLACING HOUSING IN DASH. Push housing thru dash with narrow tang and poke hole up and turn counter clockwise. (Fig. 1). Snap bezel over tangs of housing.

Plate No. 4

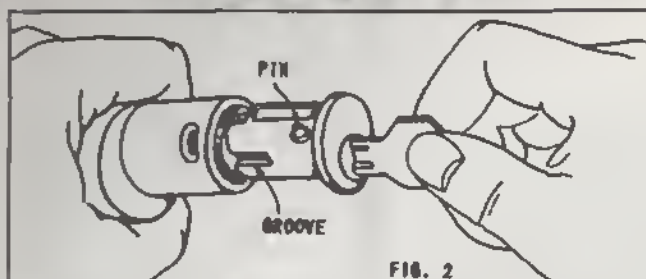


REMOVING IGNITION SWITCH FROM DASH. Remove screw at bottom of dash which holds ignition switch case. Push assembly out of dash. (Fig. 1).

PLATE NO. 4 CONTINUED ON NEXT PAGE

BRIGGS & STRATTON CORP. LOCK SERVICE INSTRUCTIONS

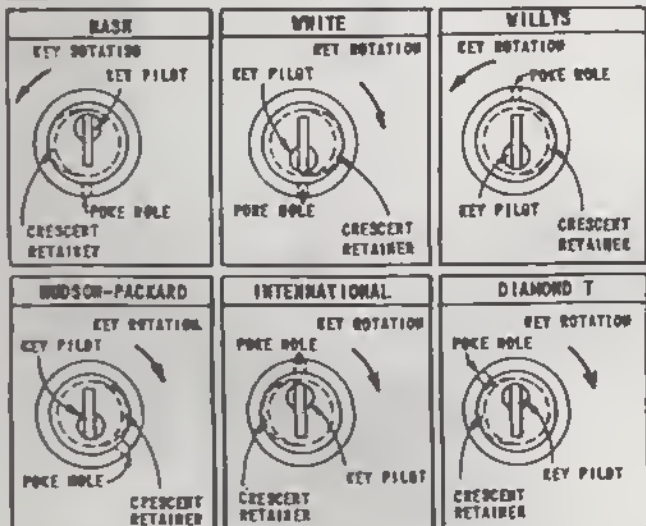
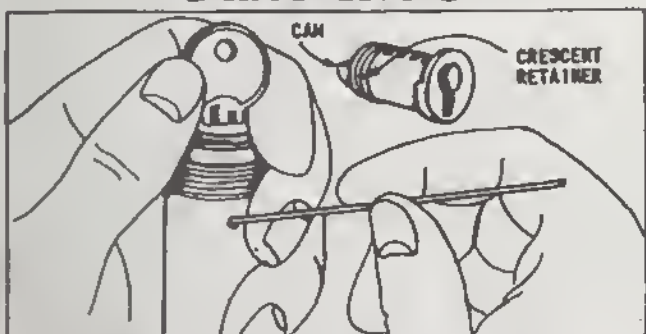
Plate No. 4



REMOVING LOCK CYLINDER. Insert key, turn 35° clockwise to "ON" position. Depress plunger with thumb and pull out cylinder. **NOTE:** If lock cylinder is to be removed from switch for any length of time it is advisable to disconnect a wire from switch.

REPLACING LOCK CYLINDER. Matching groove in lock with tongue in case, push cylinder into case. Turn key counter clockwise releasing plunger. **NOTE:** Replace wire on switch.

Plate No. 5

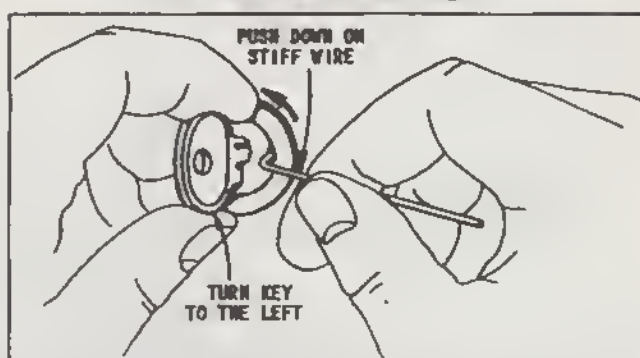


REMOVING IGNITION SWITCH FROM DASH. Ignition switches are held in dash by various methods, bezel nut, screws or nuts under dash. Also spanner nut in rear of dash.

REMOVING LOCK CYLINDER. In all cases it will be necessary to remove ignition switch from dash. The lock cylinder is held in lock case by means of a crescent retainer. In order to remove cylinder this must be depressed through a poke hole in lock case. Fig. 1. The key, pilot, poke hole and key travel may be in different positions on the various installations but lock cylinder removal depends on turning key to "ON" position and depressing retainer thru poke hole. (Fig. 1). **NOTE:** If lock cylinder is to be removed from switch for any length of time it is advisable to disconnect a wire from switch.

REPLACING LOCK CYLINDER. Line up cam of lock cylinder with hole in adaptor of switch. Push lock cylinder into case and turn counter clockwise until cylinder snaps into place. (Fig. 1). **NOTE:** Replace wire on switch.

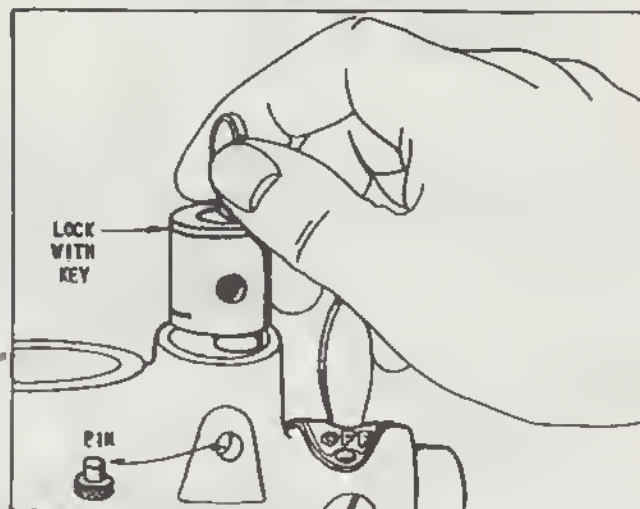
Plate No. 6



REMOVING LOCK CYLINDER. Insert key in lock. Insert stiff wire thru hole in face of lock and depress plunger. Turn key counter clockwise and remove lock cylinder.

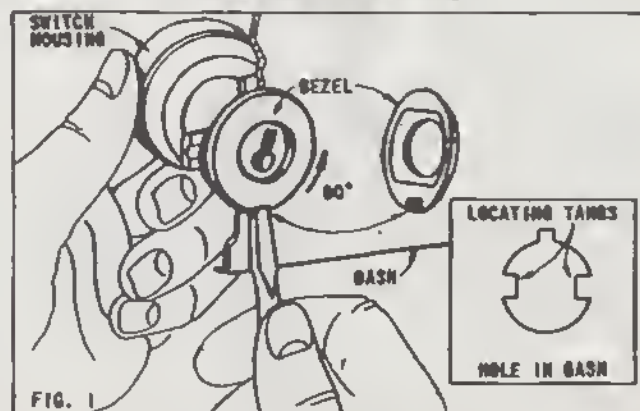
REPLACING LOCK CYLINDER. Insert lock cylinder, with key and turn cylinder clockwise.

PLATE NO. 7



Lock is held in steering post bracket by pin. Drill and tap pin for easy removal. Put lever in "OFF" position and insert new lock with key - use a new pin.

Plate No. 8



REMOVING LOCK SWITCH FROM DASH. Reach behind dash. Push switch forward. Turn bezel 90° counter clockwise and remove. Push switch out of dash. Fig. 1.

PLATE NO. 8 CONTINUED ON NEXT PAGE

BRIGGS & STRATTON CORP. LOCK SERVICE INSTRUCTIONS

Plate No. 8

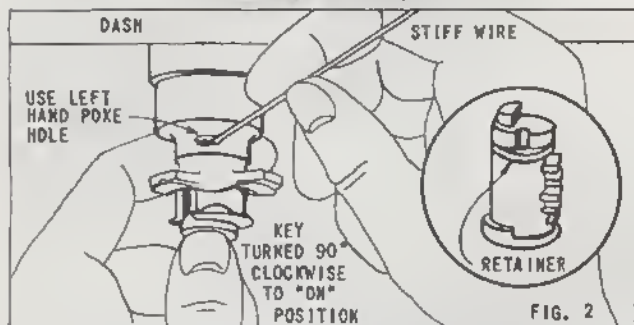


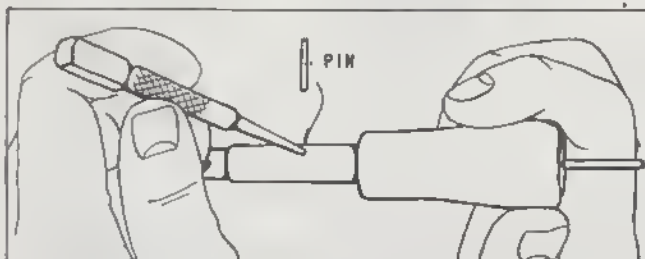
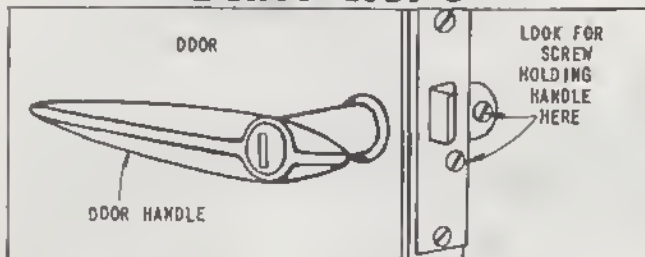
FIG. 2

REMOVING LOCK CYLINDER. Insert key and turn switch to "ON" position. Use stiff wire in poke hole. Push down retainer and pull out cylinder. FIG. 2. NOTE: If lock cylinder is to be removed from switch for any length of time it is advisable to disconnect a wire from switch.

REPLACING LOCK CYLINDER. Line up cam of lock cylinder with hole in adaptor of switch. Push lock cylinder into case and turn counter clockwise until cylinder snaps into place. NOTE: Replace wire on switch.

REPLACING SWITCH HOUSING IN DASH. Push housing thru dash from rear and place bezel on switch. Turn bezel 90°.

Plate No. 9

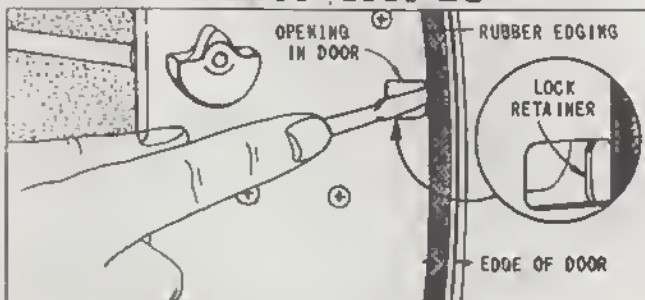


REMOVING DOOR HANDLE. Locate screw in latch plate or inside of door. Remove and pull out handle.

REMOVING LOCK CYLINDER. Drive out small retaining pin at lower end of handle shank and draw out cylinder.

ASSEMBLING LOCK CYLINDER. Insert anti-rattle spring in handle. Place bolt in slot of shank, and insert lock cylinder. Engage cylinder and bolt. Fasten with pin. Peen pin in place and remove burrs.

Plate No. 10



REMOVING LOCK FROM DOOR. With door open insert a screwdriver through opening in door and pry lock retainer forward. Remove lock.

REPLACING LOCK IN DOOR. Insert pillar lock with dust cover vertical and pry lock retainer backward with screw driver.

Plate No. 11

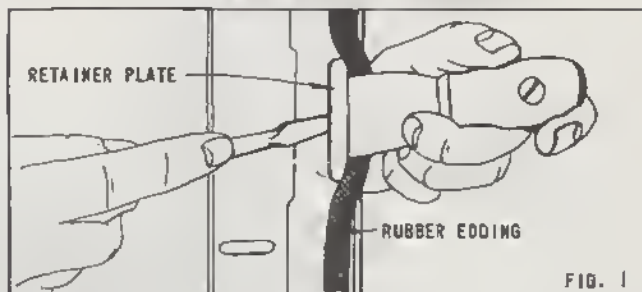


FIG. 1

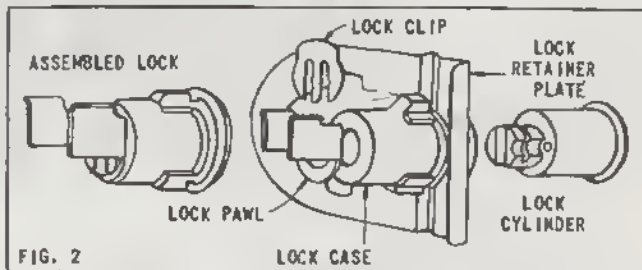


FIG. 2

LOCK CASE

REMOVING PILLAR LOCK FROM DOOR. Locate lock retainer plate under rubber edging of door, lift up rubber, hold back and pry out lock retainer plate with screwdriver. Hold lock retainer plate and pull out lock. CAUTION: Remove lock retainer plate after lock is removed to avoid dropping it between door and upholstery. FIG. 1.

INSTALLING LOCK. Slide retainer plate in thru edge of door. Hold in position and insert complete lock into door. Force retainer plate all the way in and replace rubber edging. FIG. 2.

Plate No. 12

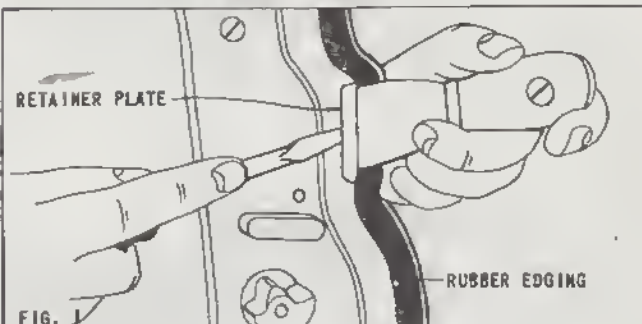


FIG. 1

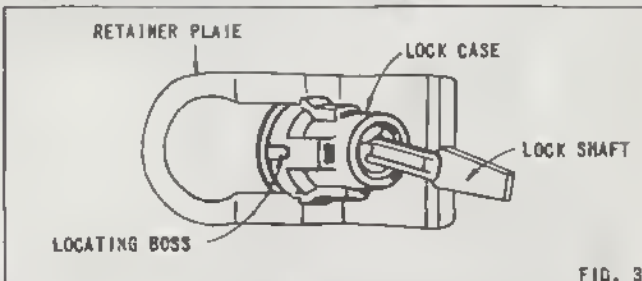


FIG. 3

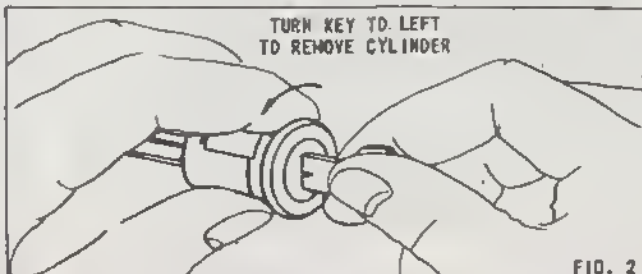


FIG. 2

PLATE NO. 12 CONTINUED ON NEXT PAGE

BRIGGS & STRATTON CORP. LOCK SERVICE INSTRUCTIONS

PLATE NO. 12

CONTINUED

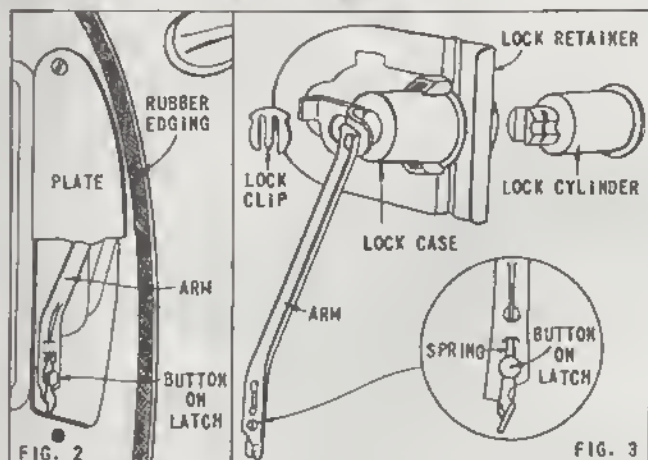
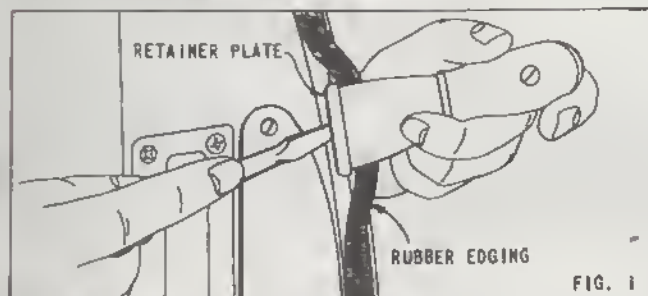
REMOVING PILLAR LOCK FROM DOOR. Locate lock retainer plate under rubber edging of door, lift up rubber, hold back and pry out lock retainer plate with screwdriver. Hold lock retainer plate and pull out lock. **CAUTION:** Remove lock retainer plate after lock is removed to avoid dropping it between door and upholstery. Fig. 1.

REMOVE LOCK CYLINDER FROM CASE. Insert key, turn lock cylinder counter clockwise until stop and pull out cylinder. Fig. 2. Also see Plate 45.

REPLACING LOCK CYLINDER IN CASE. With key in lock cylinder, line up cam on back of cylinder with slot in adaptor of case. Push cylinder in and turn clockwise.

REPLACING PILLAR LOCK IN DOOR. Put inner locking device in unlocked position. From the outside turn it to the right with a screwdriver in right door (to the left in left door). Slide retainer plate in thru edge of door. Put the key in the lock and turn to right as far as possible. Line up locating boss on lock (Fig. 3) with hole in door. Turn key to vertical and push handle shaft into locking device. Insert lock through door and retainer plate. Hold firmly against outer door panel and push retainer plate all the way in and set in locked position with screw driver. Replace rubber edging.

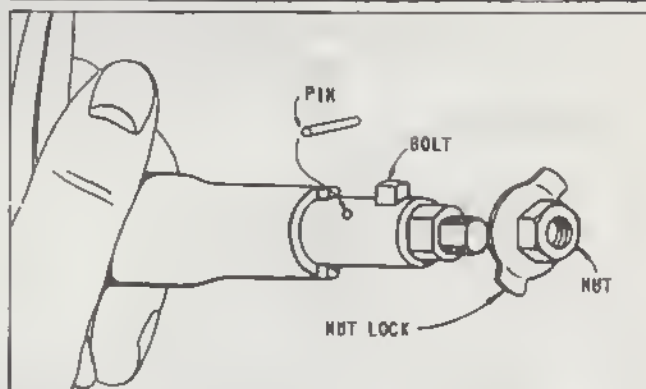
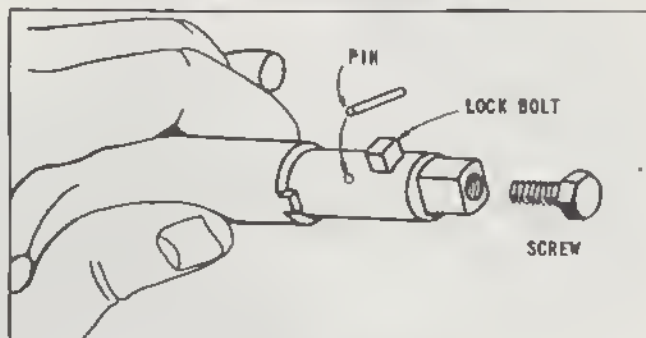
PLATE NO. 13



REMOVING DOOR PILLAR LOCK. Remove two screws holding plate covering hand hole in edge of door, Fig. 2. Locate lock retainer plate under rubber edging of door. Lift up rubber, hold back and pry out lock retainer with screwdriver. Fig. 1. Reach into hand hole and lift arm from button on latch. Hold lock retainer plate and pull lock out of door. **CAUTION:** Remove lock retainer plate to avoid dropping it into door panel.

REPLACING DOOR PILLAR LOCK. Slide lock retainer in through edge of door. Hold in position and insert pillar lock through door. Snap spring on arm over button of latch. Fig. 2. Force lock retainer plate all the way in and replace rubber edging. Fasten hand hole cover with two screws.

PLATE NO. 14



REMOVING DOOR HANDLE. Handles are held in doors or deck lid latches by a nut and nut lock or a screw. Remove screw or nut and pull handle out of latch.

REMOVING LOCK CYLINDER FROM HANDLE. Drive out small retaining pin at lower end of shank and draw out cylinder, and anti-rattle spring.

ASSEMBLING LOCK CYLINDER. Insert anti-rattle spring in handle. Place bolt in slot of handle shank. Slide lock cylinder in engaging bolt. Fasten with pin and peen in place. Remove burrs.

PLATE NO. 15

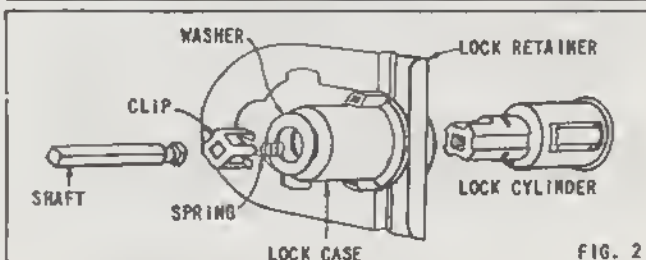
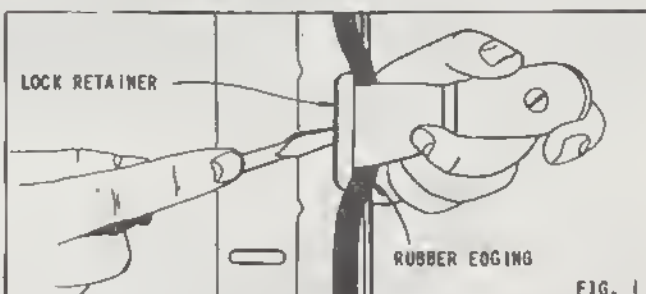


PLATE NO. 15 CONTINUED ON NEXT PAGE

BRIGGS & STRATTON CORP. LOCK SERVICE INSTRUCTIONS

Plate No. 15

CONTINUED

REMOVING PILLAR LOCK. Locate lock retainer plate under rubber edging of door. Fig. 1. Lift up rubber, hold back and pry out lock retainer with screw driver. Hold retainer and pull out lock. CAUTION: Remove lock retainer to avoid dropping it between door and upholstery.

INSTALLING LOCK IN DOOR. Place inside locking mechanism in forward or locked position. Slide lock retainer plate in enough to permit entering lock in door. Using key as handle insert lock as far as possible in door opening without forcing. Manipulate key between locked and unlocked position until lock shaft slips into place and lock can be forced all the way in.

Force the lock retainer plate all the way in and replace the rubber.

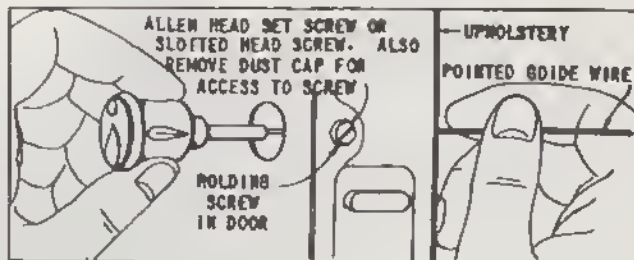
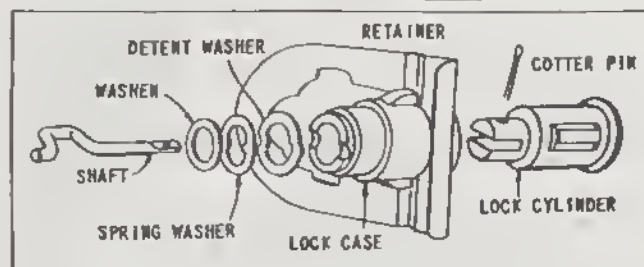
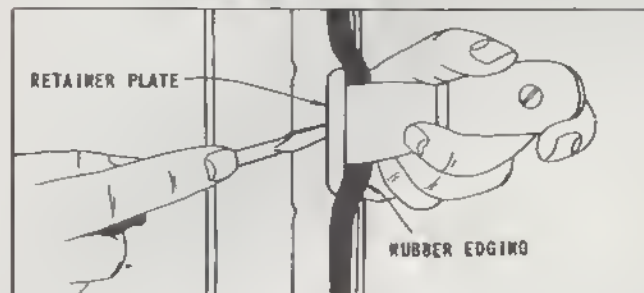


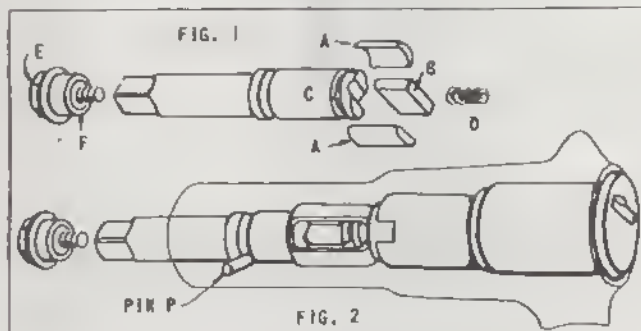
Plate No. 16



REMOVING PILLAR LOCK. Locate lock retainer plate under rubber edging of door. Fig. 1. Lift up rubber, hold back and pry out lock retainer with screw driver. Hold retainer and pull out lock. CAUTION: Remove lock retainer to avoid dropping it between door and upholstery.

INSTALLING LOCK IN DOOR. Place inside locking mechanism in forward or locked position. Slide lock retainer plate thru edge of door enough to permit entering lock in door. Attach a small piece of friction tape to lock shaft and end of cylinder with which to hold lock shaft straight while inserting shaft into latch. Force the lock retainer all the way in and replace the rubber.

Plate No. 17

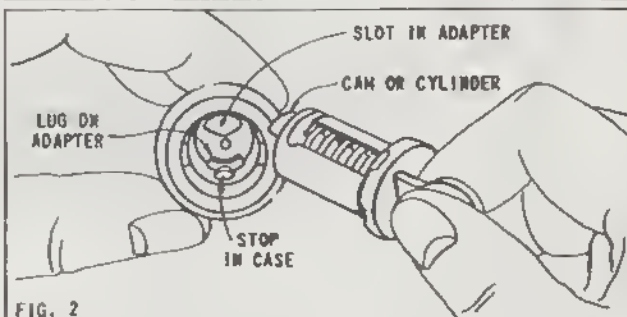
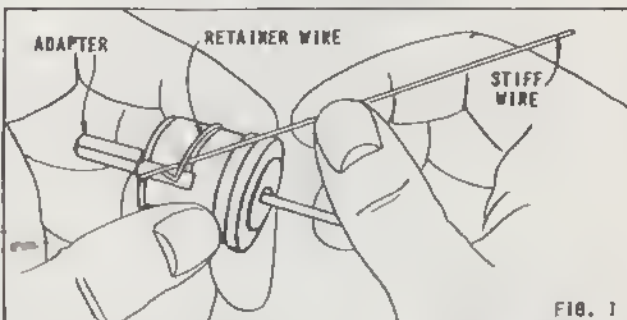


Door handle is held in door by screw. Fig. 1. Retainer pin holds lock cylinder in handle. Fig. 2. Parts marked A-B-C-D-E-F are Chevrolet parts and should be procured from dealers. Assemble lock cylinder case and component parts as shown in Fig. 2. Replace retainer pin and peen in place.

Plate No. 18

REMOVING PILLAR LOCK. Loosen screw in edge of door, pull out complete lock. Pillar locks used in service are a universal type and shaft must be cut to match shaft on old lock. **INSTALLING NEW LOCK.** Cut off shaft to proper length. Make a small hole in end of shaft with punch. Sharpen both ends of a stiff wire. Push it through the upholstery from the outside of door using the square hole in latch as a guide. Suspend lock shaft on wire as shown and guide shaft into latch with wire. Tighten set screw. CAUTION: Turn lock to see if set screw is too tight. This may cause binding. * Car models after 1st half of 1946 have rigid shaft and require no lead in wire. For cylinder removal see Plate 6.

Plate No. 19

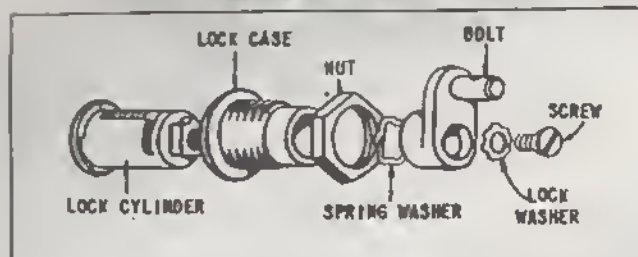


REMOVING LOCK. Loosen set screw in edge of door. Pull out lock. Use a stiff wire to pry up retainer spring. Insert key and turn left or counter clockwise to stop. Pull lock cylinder out of case. Release wire retainer. Fig. 1.

REPLACING LOCK CYLINDER. Place stop in case and lug on adapter in position as shown in Fig. 2. Insert lock cylinder with key as shown. Cam on cylinder must engage slot in adapter. Turn key to right or clockwise until wire retainer snaps in groove of cylinder. Replace lock in door. See Plate 18 instructions for installing lock.

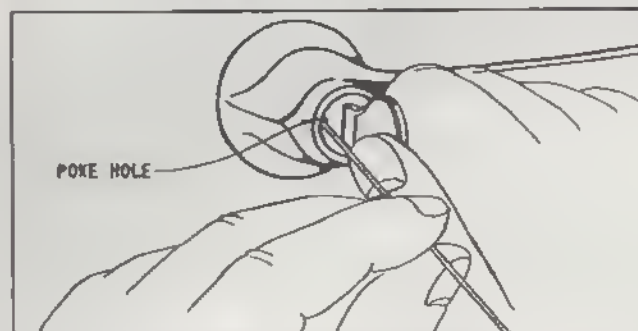
BRIGGS & STRATTON CORP. LOCK SERVICE INSTRUCTIONS

Plate No. 20



Rear compartment lock operates locking arms of latch. Remove shield over latch. Locking arm is held by cotter pin to bolt. Take out screw holding bolt to lock cylinder and lock can be pulled out of case. Assemble lock parts in order shown.

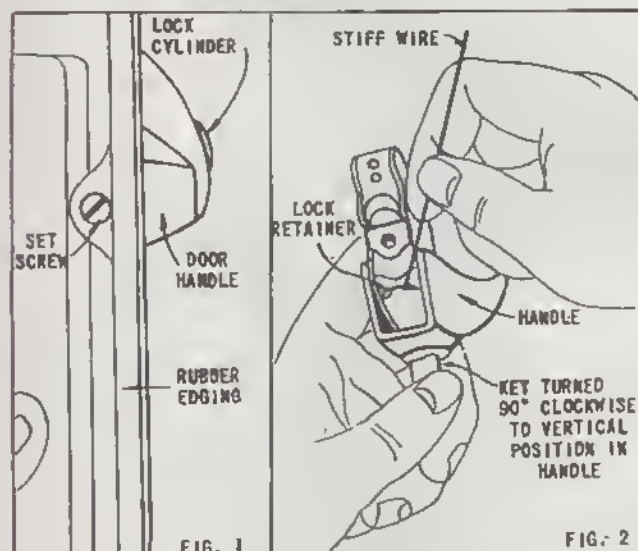
Plate No. 21



REMOVING LOCK CYLINDER. Turn key in lock counter clockwise to stop. Insert wire through poke hole in face of lock, depress stop spring washer. Rotate cylinder counter clockwise 25°. Remove wire. Rotate key additional 30° and pull out cylinder.

REPLACING LOCK CYLINDER. Push cylinder into case and turn clockwise until cylinder snaps into place.

Plate No. 22

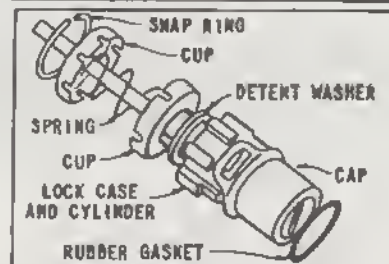
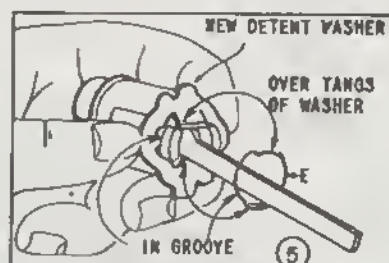
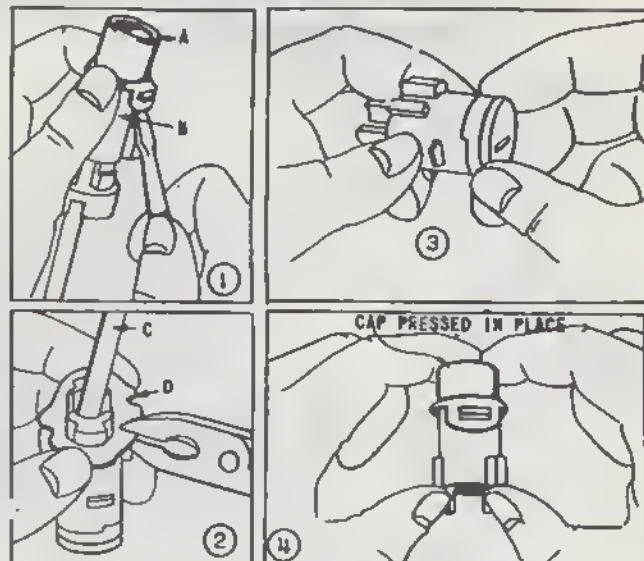


REMOVING DOOR HANDLE. Locate set screw in edge of door and remove. Pull out handle. Fig. 1.

REMOVING LOCK CYLINDER. Turn key 90° clockwise to vertical position in handle. Using a stiff wire depress lock retainer, pull out cylinder. Fig. 2.

REPLACING LOCK CYLINDER. Insert cylinder with key, turn counter clockwise until cylinder snaps into place.

Plate No. 23



NOTE: 1949-1950 models can be serviced by replacing the cylinder, detent washer, shaft and spring ring. It is also necessary to make a new key to use with new style cylinder. Use #32319 key blank with longer grooves.

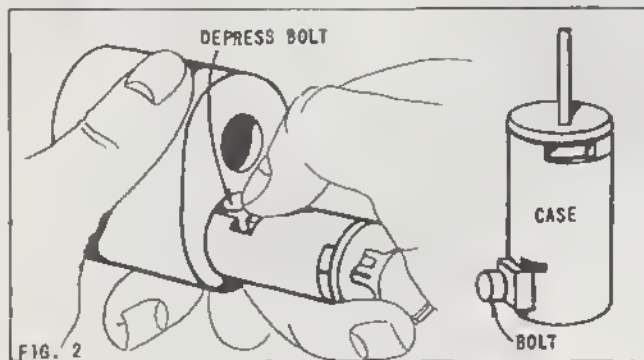
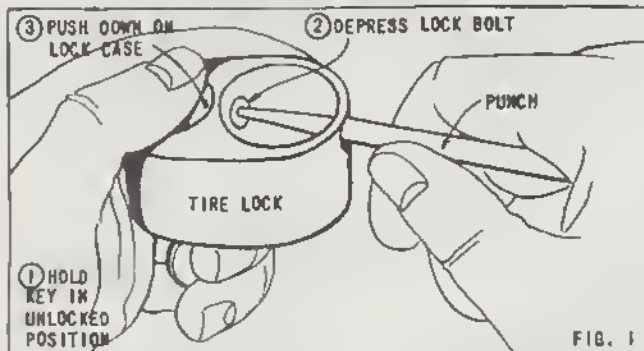
1. Car door handle can be removed by pulling handle retainer clip. Locate clip under rubber edging and pry loose with screw driver.
2. Remove handle from car door.
3. Remove lock assembly from handle, by removing spring retainer from inside rear of handle. Save rubber gasket.
4. Take lock apart by first removing cap A from sleeve B. Ill. 1.
5. To remove shaft C and release cylinder from sleeve, cut detent washer D with pliers. Ill. 2.
6. Cylinder can be replaced with uncoded cylinder after setting up special key code combination with information shown on instruction sheet AS-2022(527).

TO RE-ASSEMBLE LOCK

1. Place cylinder and sleeve in position. Ill. 3.
2. Spring ears of cap over lugs of die cast sleeve until ears fit into grooves on cap. It is necessary to bend ears inward slightly, to avoid scraping on the inside of handle bore. Ill. 4.
3. Measure universal shaft against old lock shaft and cut to same length with hack saw.
4. Insert shaft into cylinder end. Fit new detent washer D to rear end of cylinder, and fit special wire spring ring E into grooves in cylinder, to hold washer and shaft in place. Ill. 5.
5. Replace lock assembly into handle. Be sure to use rubber gasket over cap.

BRIGGS & STRATTON CORP. LOCK SERVICE INSTRUCTIONS

Plate No. 24



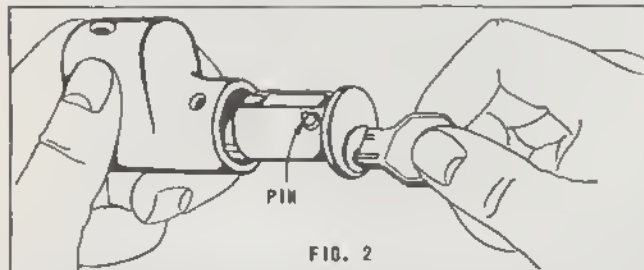
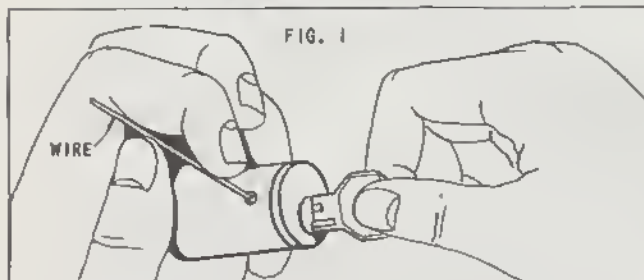
REMOVING LOCK FROM HOUSING. Insert key, turn clockwise to unlocked position. Hold key in this position and depress lock bolt flush with sleeve and withdraw cylinder and case. Fig. 1.

REMOVING LOCK CYLINDER FROM CASE. Rotate key 75° counter clockwise and pull cylinder out of lock case.

REPLACING LOCK CYLINDER IN CASE. Insert cylinder with key into lock case and turn clockwise 75°.

ASSEMBLING LOCK INTO HOUSING. Turn the key clockwise to stop. Depress plunger with thumb and insert lock into housing. Turn lock in housing until bolt lines up with hole and snaps into place. Fig. 2.

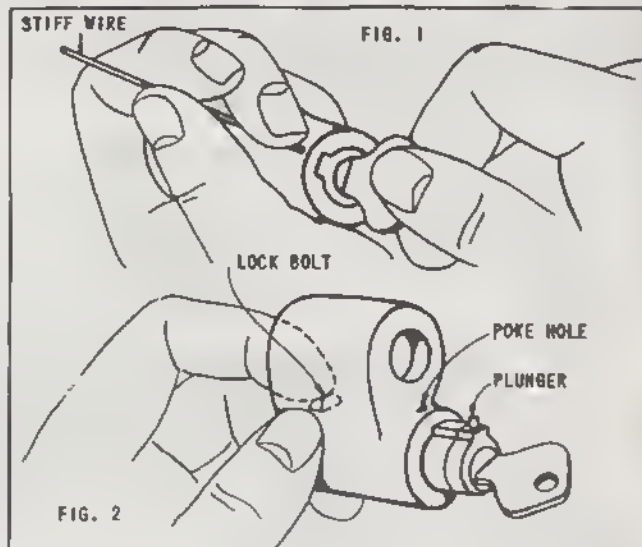
Plate No. 25



REMOVING LOCK FROM HOUSING. Turn key in lock about 35° clockwise. Insert stiff wire in poke hole and depress plunger. Pull out lock. Fig. 1.

REPLACING LOCK. Turn key to position shown to release spring plunger. Insert lock into housing. Snap into position. Fig. 2.

Plate No. 26



REMOVING LOCK CYLINDER FROM HOUSING. Turn key clockwise about 35°. Insert stiff wire in poke hole and depress plunger. Pull out lock cylinder.

REPLACING CYLINDER IN HOUSING. Turn key to position shown to allow plunger to be depressed. Hold bolt down, push cylinder into housing. Turn key counter clockwise and plunger will snap in place. Fig. 2.

Plate No. 27

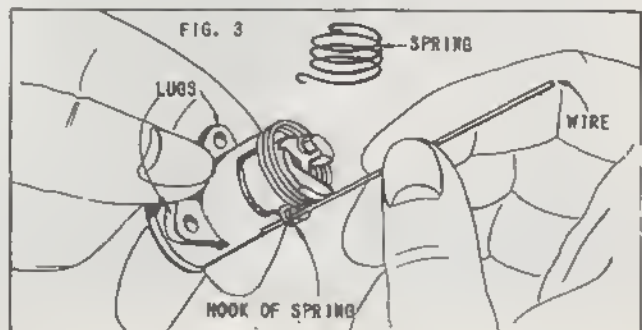
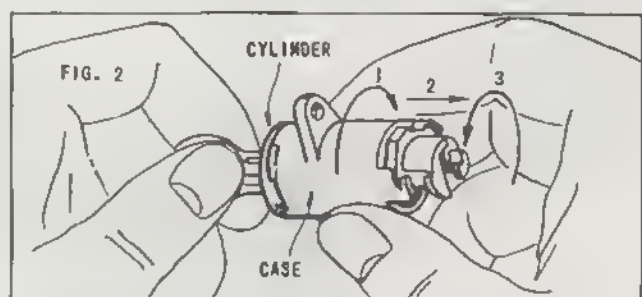
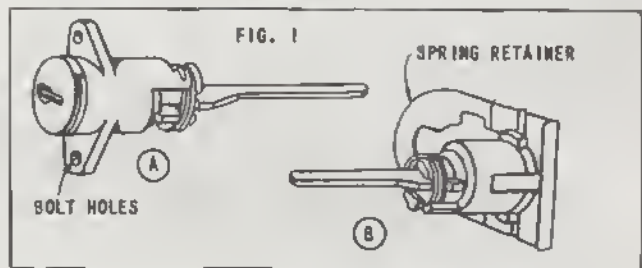
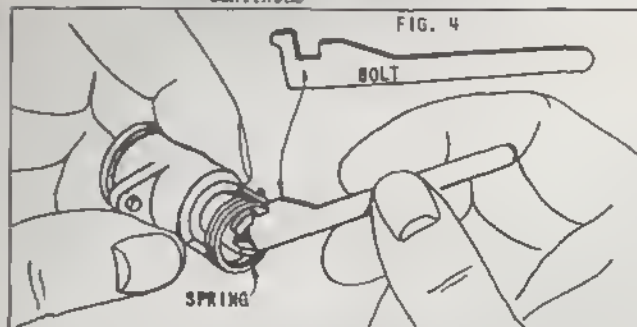


PLATE NO. 27 CONTINUED ON NEXT PAGE

BRIGGS & STRATTON CORP. LOCK SERVICE INSTRUCTIONS

Plate No. 27

CONTINUED



REMOVING LOCK FROM REAR COMPARTMENT LID (Buick). Remove 4 screws holding ornament to lid. Lift off ornament and rubber gaskets. Lock is held in ornament by two screws thru lugs on lock case. Remove these to take out lock. FIG. 1(A) REMOVING LOCK FROM REAR COMPARTMENT LID (Pontiac-Olds-Cadillac). Reach into hand hole of lid and pry spring retainer forward. Lift out lock and gasket. Save gasket. FIG. 1(B).

REMOVING LOCK CYLINDER FROM LOCK CASE. Lift out bolt. FIG. 4. Unhook spring. FIG. 3. Use a left and right bayonet action between lock case and cylinder to remove. FIG. 2. REPLACING LOCK CYLINDER IN LOCK CASE. Use a left and right bayonet action between lock case and cylinder to assemble. FIG. 2. Hook spring in position as shown in FIG. 3. Assemble bolt as shown in FIG. 4.

REPLACING LOCK INTO LID (Buick). Insert lock into ornament and attach with two screws. Replace ornament on lid with four screws.

REPLACING LOCK INTO LID (Pontiac-Olds-Cadillac). Insert lock with gasket into lid. Slide spring retainer back into position.

Plate No. 28

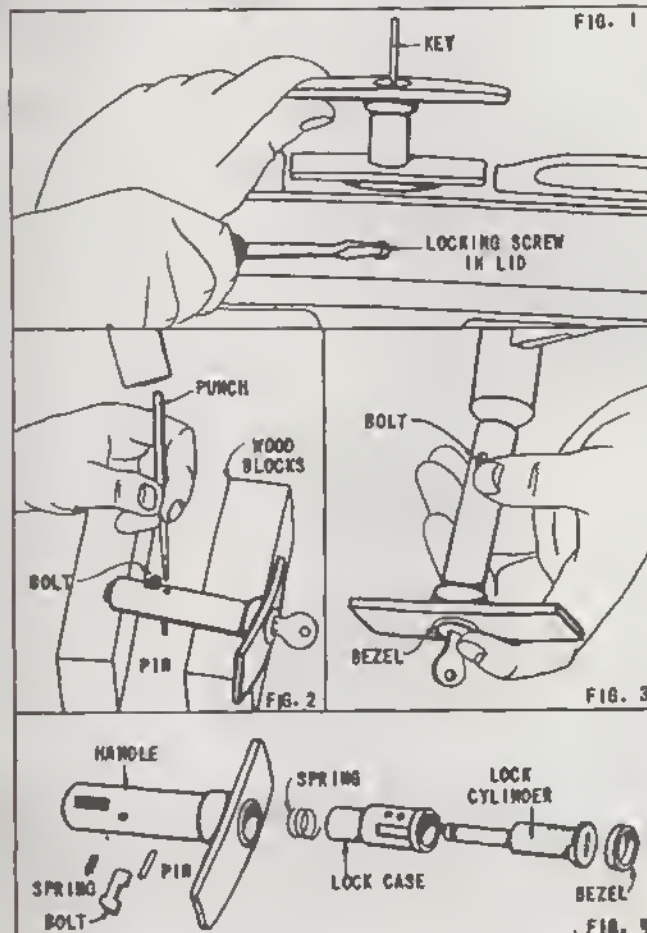


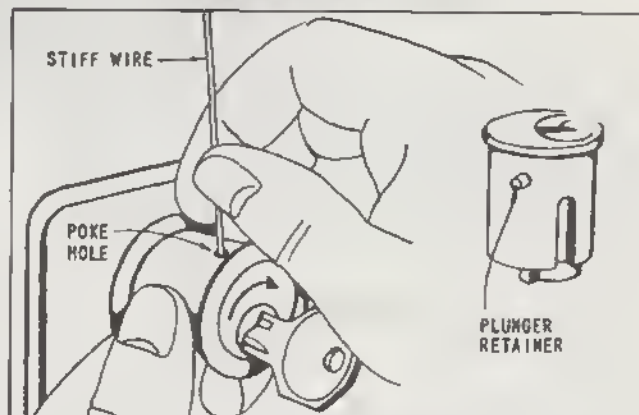
Plate No. 28

REMOVING REAR COMPARTMENT HANDLE. Unlock handle. Open lid. Move handle down until locking screw appears in hole of cover. See FIG. 1. Remove screw. Turn key counter clockwise to release bolt and pull out handle. CAUTION: Remove lock release spring to avoid misplacing it.

REMOVING LOCK CYLINDER AND CASE FROM HANDLE. Poke out pin as shown in FIG. 2. Hold handle with finger over bezel and thumb over bolt. Tap end of handle shell lightly with soft hammer until bezel is loose. Release thumb pressure on lock bolt and remove lock bolt and spring. Remove bezel, cylinder, lock case and spring.

REPLACING LOCK CYLINDER AND LOCK CASE. To assemble, reverse removal procedure. After installing cylinder retaining pin it should be staked on both sides. Install handle in deck cover and lock.

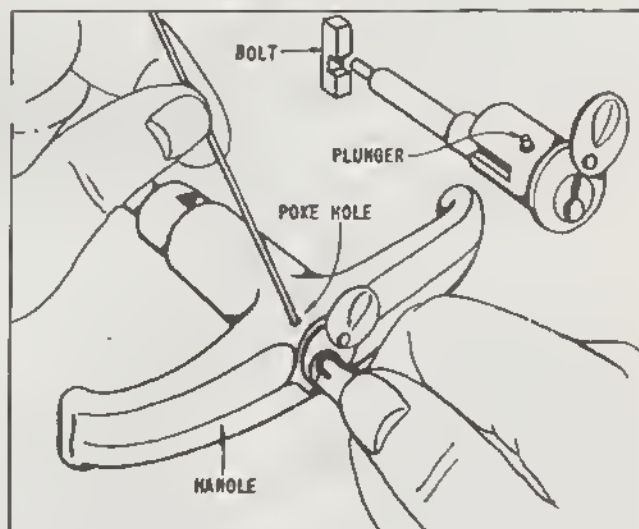
Plate No. 29



REMOVING LOCK CYLINDER. Insert key, turn about 35° clockwise. Insert stiff wire in poke hole and depress retainer pin. Pull out lock.

REPLACING LOCK CYLINDER. Turn key 35° clockwise, press down pin. Push lock into handle and turn key back into vertical position.

Plate No. 30

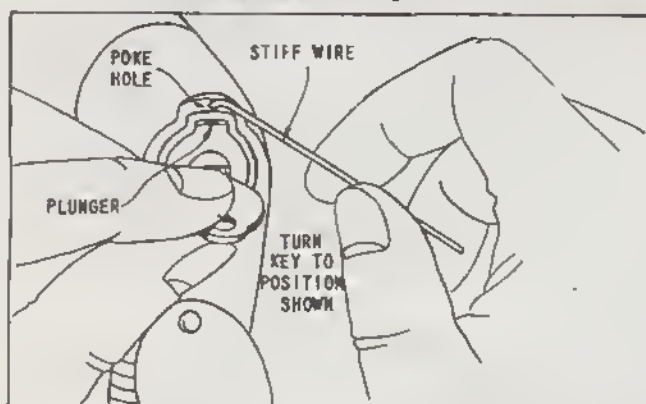


REMOVING PILLAR LOCK FROM HANDLE. Insert key, turn about 35° clockwise. Insert stiff wire in poke hole and depress retainer pin. Pull out lock. Remove bolt.

REPLACING PILLAR LOCK IN HANDLE. Turn key 35° clockwise, press down pin. Insert bolt in handle. Push lock into handle engaging bolt. Turn key back to vertical position.

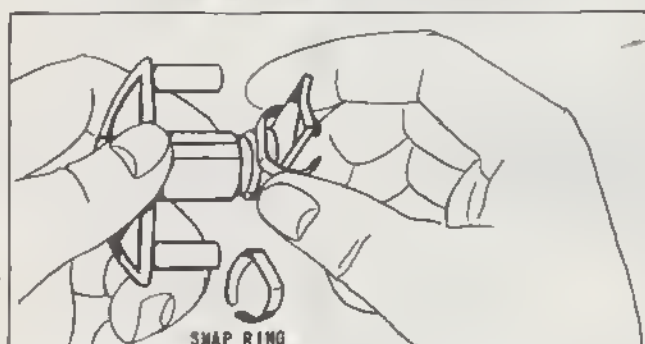
BRIGGS & STRATTON CORP. LOCK SERVICE INSTRUCTIONS

Plate No. 31



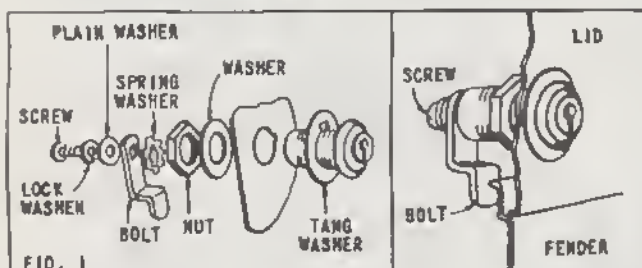
REMOVING LOCK CYLINDER FROM HANDLE. Turn key clockwise to position shown. Insert stiff wire into poke hole and depress plunger. Pull on key and lock cylinder will come out. **ASSEMBLING LOCK CYLINDER INTO HANDLE.** Turn key clockwise to position shown. Press down plunger and push cylinder into handle. Turn key counter clockwise to vertical position. Pull out key. **NOTE:** Some lock cylinders have one plunger, others two. Instructions apply to both types.

Plate No. 32



Lock cylinder and bolt are held to case by a snap ring. Pry off snap ring to remove cylinder from case.

Plate No. 33

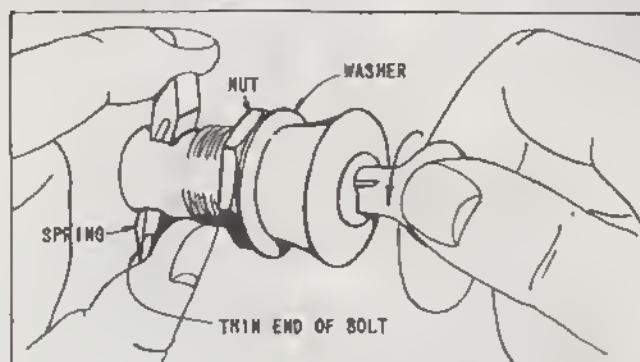


Lock parts are held together by a screw and washers in the order shown in FIG. 1. Illustration (Fig. 2) shows lock assembled to lid.

Plate No. 34

Locks are held in compartment door by two screws. Only complete locks sold for service.

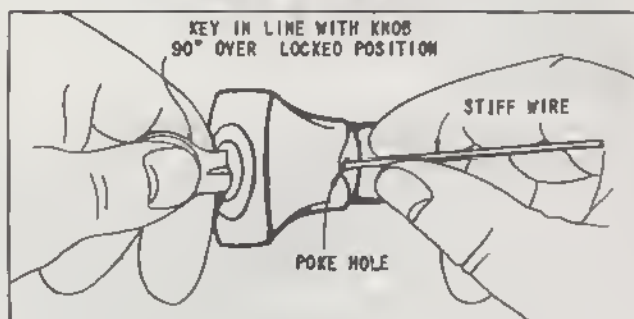
Plate No. 35



Lock is held in compartment door by nut and washers. **REMOVING LOCK CYLINDER.** Turn key clockwise. Push lower end of bolt backwards. Continue to turn key further until cylinder can be removed. Take lock case out of door by removing nut and washers.

REPLACING LOCK CYLINDER. Fasten lock case to compartment door with nut and washers. Put spring and bolt with thin end down into lock case. Push cylinder with key into lock case. Engage cam on cylinder and slot in bolt. Turn key clockwise until cylinder snaps in place.

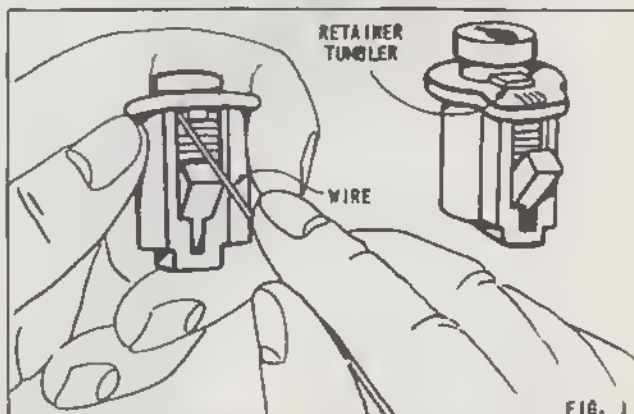
Plate No. 36



Lock is held in compartment door by screw in rear of lock. **REMOVING LOCK CYLINDER.** Insert key, turn 90° clockwise. Insert stiff wire in poke hole and depress spring retainer. Pull out cylinder.

REPLACING LOCK CYLINDER. Insert cylinder with key and turn counter clockwise until cylinder snaps into place.

Plate No. 37



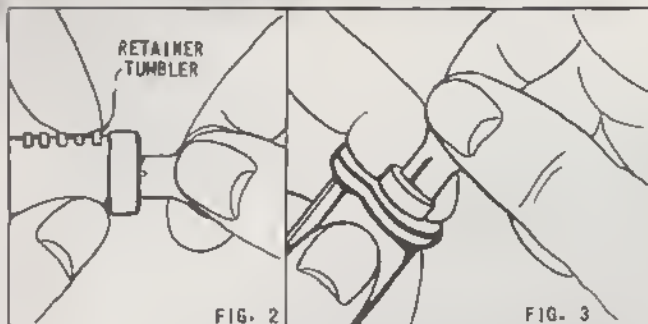
Lock is fastened to compartment door with screw and cup. **REMOVING LOCK CYLINDER FROM CASE.** Hold down retainer tumbler with stiff wire. Push forward on wire until retainer tumbler is outside of lock case. Now insert key and remove cylinder from case. Fig. 1.

PLATE NO. 37 CONTINUED ON NEXT PAGE

BRIGGS & STRATTON CORP. LOCK SERVICE INSTRUCTIONS

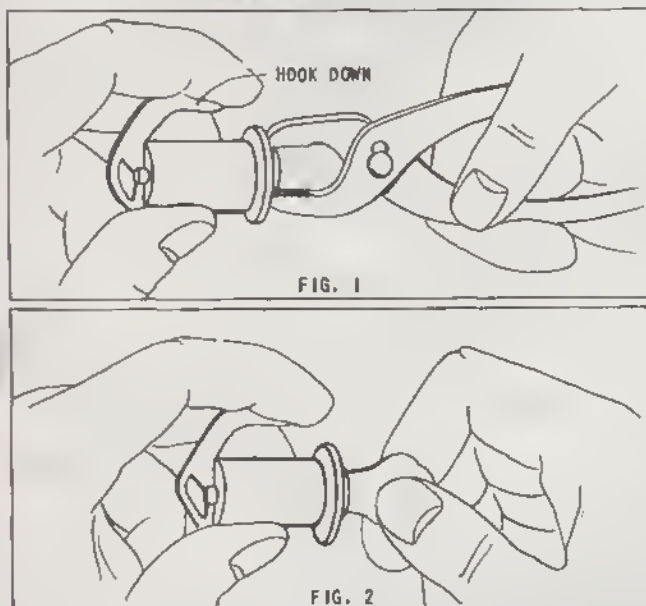
Plate No. 37

CONTINUED



REPLACING LOCK CYLINDER. Depress retainer tumbler with finger and insert key. Fig. 2. Push cylinder into case, hold in place with finger and remove key from cylinder. Fig. 3.

Plate No. 38

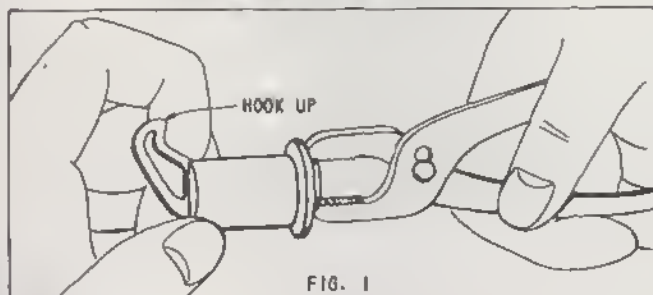


Lock is fastened to compartment door with screw and cup. REMOVING TENITE BUTTON. Take lock out of compartment door. Hold latch as shown in Fig. 1. Grasp button with pliers, press hook down, turn button clockwise and it will come out. Reverse procedure to replace.

REMOVING LOCK CYLINDER. Press bolt down, turn key 190° clockwise. Remove cylinder. Fig. 2.

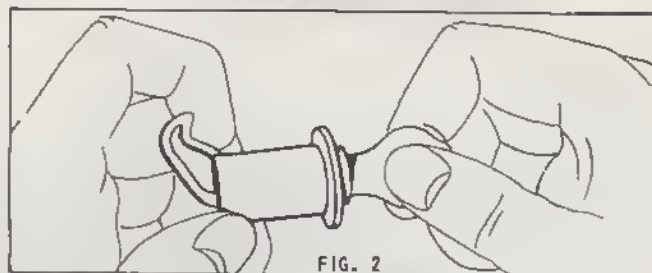
REPLACING LOCK CYLINDER. Press bolt down. Insert cylinder with key and turn 190° counter clockwise.

Plate No. 39



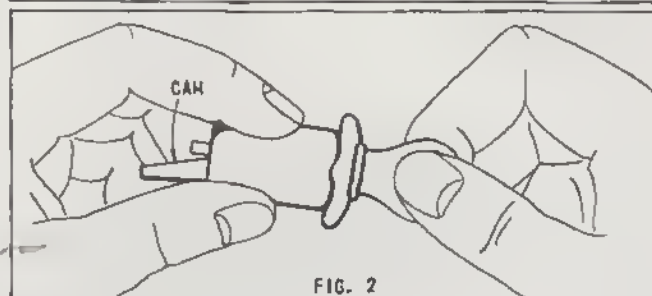
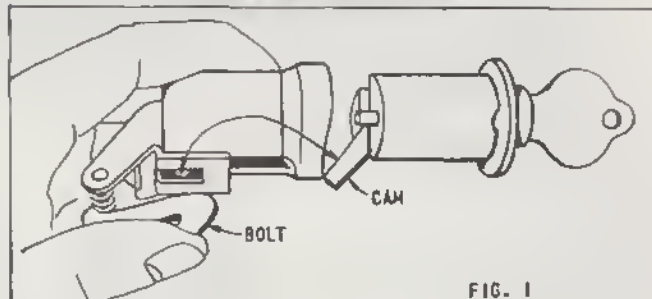
Lock is fastened to compartment door with screw and cup. REMOVING TENITE BUTTON. Take lock out of compartment door. Hold latch assembly as shown in Fig. 1. Grasp button with pliers, lift hook up, turn button clockwise and it will come out. Reverse procedure to replace.

Plate No. 39



REMOVING LOCK CYLINDER. Lift hook up, turn key 190° clockwise, remove cylinder. Fig. 2. REPLACING LOCK CYLINDER. Hold hook up as shown, insert cylinder with key and turn counter clockwise.

Plate No. 40



Lock is held in compartment door with screw and retaining cup.

REMOVING LOCK CYLINDER. Hold lock as shown in Fig. 2 with bolt horizontal. Turn key 180° clockwise and cylinder can be pulled out. In the event the bolt and pusher should come out, replace as follows: - Be sure cylinder is out of case. Insert pusher first, then the bolt. Now insert cylinder with cam down and bolt in horizontal position. Turn key counter clockwise to locked position.

PUTTING LOCK AND CASE IN RETAINER. Hold the catch as in Fig. 1 and push lock in place so that bolt is over the cross bar attached to the catch.

Plate No. 41

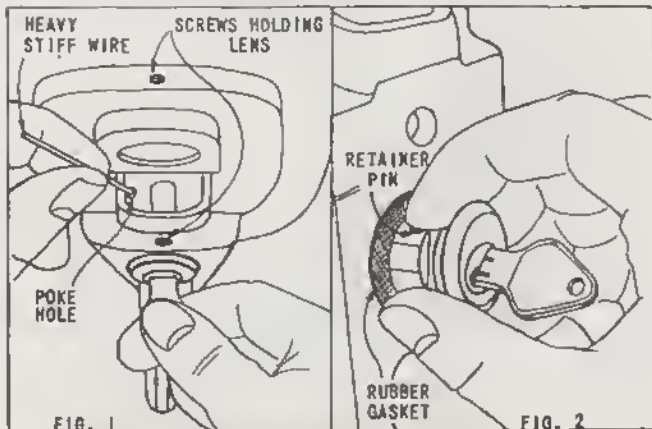


PLATE 41 CONTINUED ON NEXT PAGE

BRIGGS & STRATTON CORP. LOCK SERVICE INSTRUCTIONS

Plate No. 41

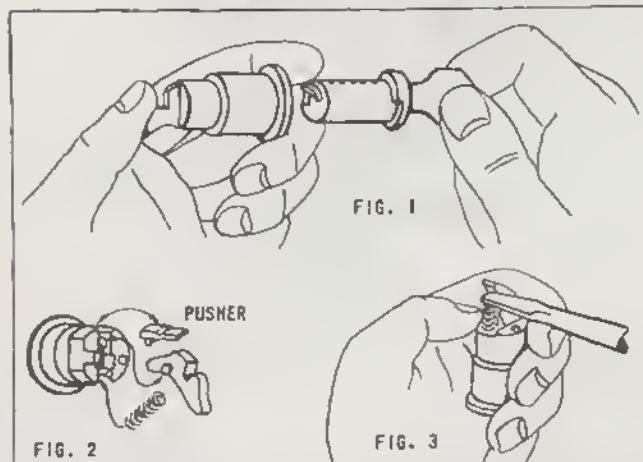
CONTINUED

Remove the screws holding lens and light cowl to rear compartment latch. FIG. 1.

REMOVING LOCK FROM LATCH. Push back the tail light bulb and holder to expose lock retaining pin and poke hole. Insert key and turn clockwise about 30°. Depress retaining pin with stiff wire through poke hole. Pull out lock and rubber gasket with key. FIG. 1.

REPLACING LOCK INTO LATCH. Turn key in lock 30° clockwise, depress retaining pin with finger. Place gasket in position and push lock into place. Turn key back to vertical position.

Plate No. 42



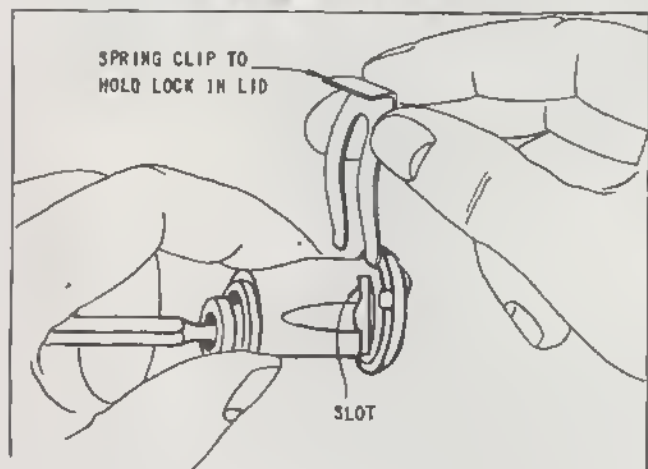
Lock is held in compartment door with screw and retainer cup.

REMOVING LOCK CYLINDER FROM CASE. Hold bolt down and turn key clockwise until stop. Pull out cylinder. FIG. 1.

REPLACING BOLT, PUSHER AND SPRING. Keep cylinder out of case. Replace pusher, bolt and spring in order indicated. End of spring must rest in knob recess. FIG. 2. Use a screw driver to force other end of spring over button on bolt. FIG. 3.

REPLACING LOCK CYLINDER. Hold bolt down. Insert cylinder with cam up. Turn key counter clockwise until stop.

Plate No. 43

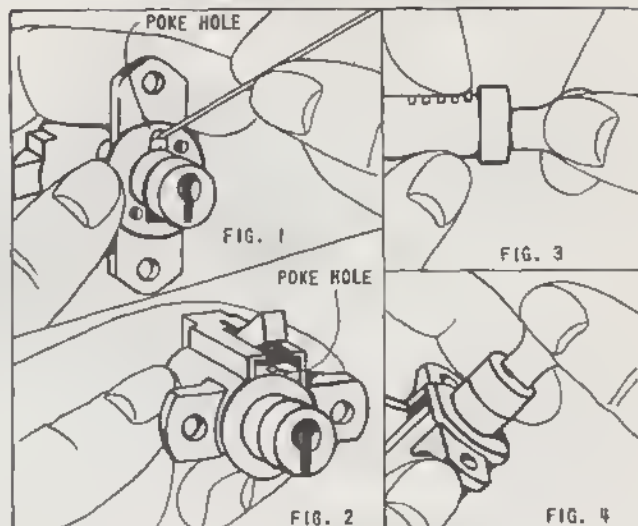


Pillar locks are held in position with an open end spring retainer.

REMOVING LOCK FROM DOOR OR LID. Locate spring retainer in edge of door or through hand hole in deck lid. Pry forward with screw driver and remove lock.

REPLACING LOCK. Insert lock into latch and press spring clip back around lock. For cylinder removal see Plate 45.

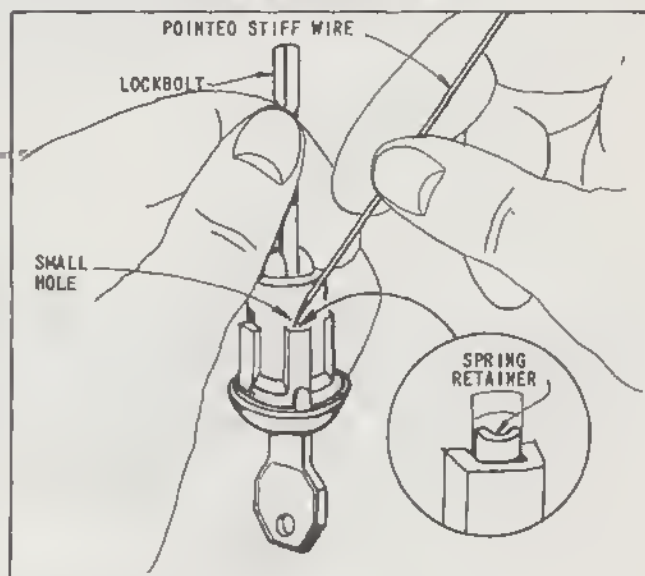
Plate No. 44



Lock assembly is held to compartment door by two screws. REMOVING LOCK CYLINDER FROM LOCK CASE. Use key to place retainer in exposed position at poke hole. FIG. 1 and 2. Remove key, depress retainer tumbler with wire and work retainer forward out of lock case. Insert key in lock cylinder and remove the cylinder from lock case.

REPLACING LOCK CYLINDER. Depress retainer tumbler with finger. FIG. 3. Insert key. Push cylinder into case. Hold cylinder in position and withdraw key. FIG. 4.

Plate No. 45



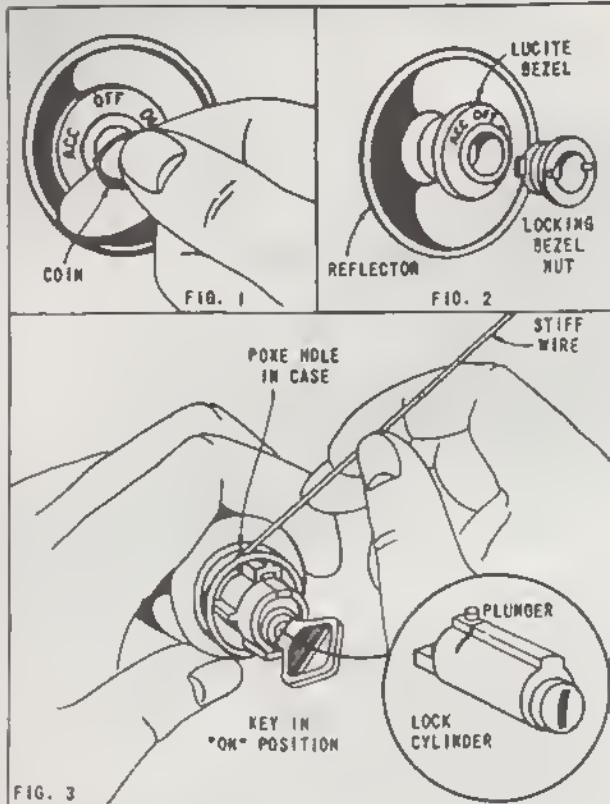
Lock cylinder is held in case by a spring retainer (See inset).

REMOVING LOCK CYLINDER FROM CASE. Hold the lock as shown above. Using key, turn cylinder to the left to stop. Insert pointed stiff wire in small hole in lock case. Pry up retainer and cylinder with key will drop out. Keep a secure hold on lock shaft to prevent spilling out of shaft parts.

REPLACING LOCK CYLINDER. Flat sides of key and bolt should be parallel before pushing cylinder with key into case.

BRIGGS & STRATTON CORP. LOCK SERVICE INSTRUCTIONS

PLATE NO. 46



TO REMOVE SWITCH HOUSING WITH LOCK. Use a coin to remove bezel nut. Fig. 1. Turn 90° to the left. Lucite bezel and reflector can now be removed. Switch unit can be pulled backward out of dash. Fig. 2.

REMOVING CYLINDER FROM HOUSING. Using the key turn switch to "ON" position. Depress plunger with stiff wire as shown in Fig. 3 and pull cylinder out of switch housing. NOTE: If lock cylinder is to be removed for any length of time it is advisable to disconnect a wire from switch.

REPLACING LOCK CYLINDER. Turn the key in lock cylinder to the right and depress plunger with finger. Hold the housing with poke hole up. Insert cylinder with depressed plunger up and turn key counter-clockwise snapping cylinder in place. Replace switch wire.

REPLACING HOUSING IN DASH. Push housing through dash with narrow locating lug down. Place reflector and lucite bezel over end of switch. Hold bezel nut with slots vertical and push switch and outer parts together. Turn bezel nut 90° clockwise to lock switch in dash.

PLATE NO. 47

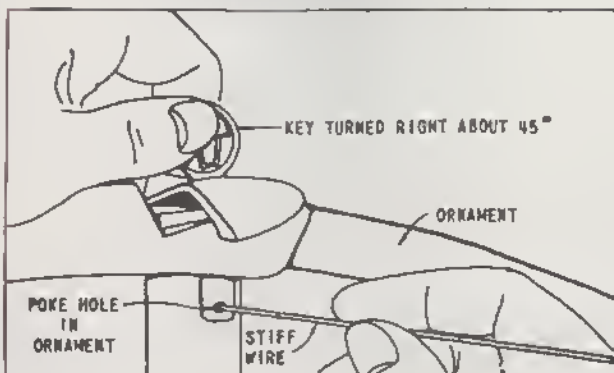


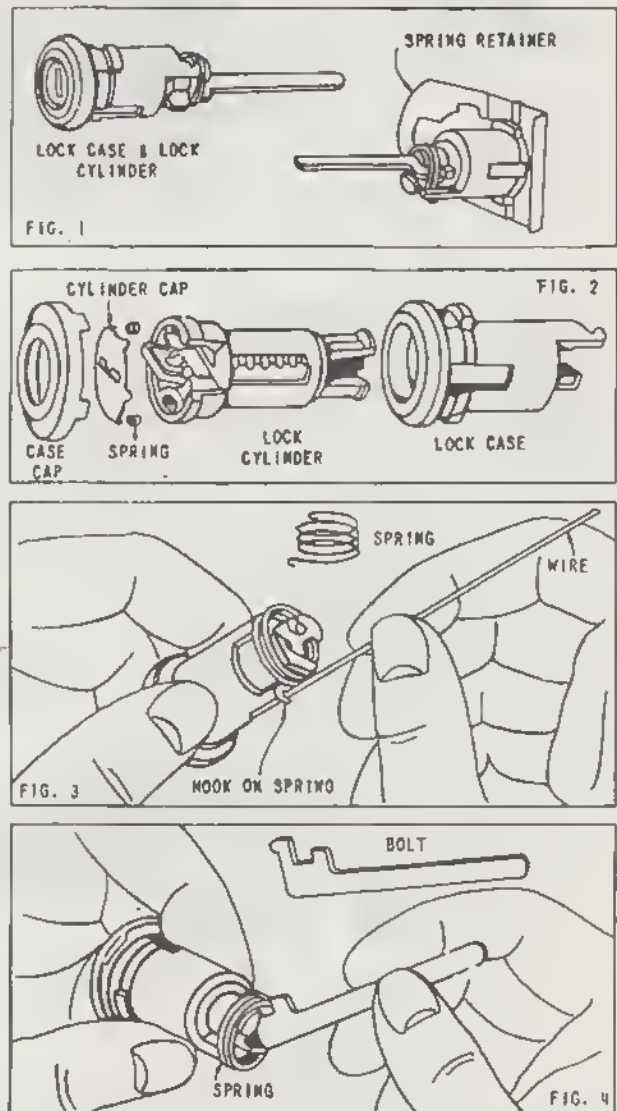
PLATE NO. 47

REMOVING ORNAMENT. Open rear compartment lid and remove four screws holding ornament in place. Lift out ornament with lock.

TO REMOVE LOCK CYLINDER. Turn key about 45° to the right. Using a stiff wire depress plunger at poke hole in ornament and pull out cylinder.

REPLACING LOCK CYLINDER. Turn the key to right about 45° or until you can depress plunger with finger. With key in this position insert cylinder into ornament. Turn key counter-clockwise until plunger snaps into poke hole of ornament. Withdraw key. Replace ornament in lid.

PLATE NO. 48



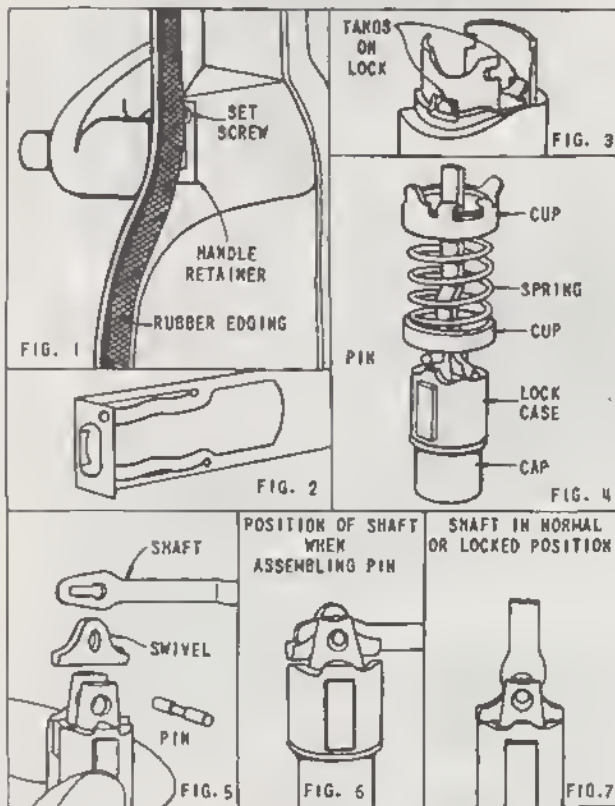
REMOVING LOCK FROM REAR COMPARTMENT LID. Reach into hand hole of lid and pry spring retainer forward. Lift out lock. Fig. 1.

DISASSEMBLING LOCK. Lift shaft out of lock. Unhook coil spring at cylinder and case. Remove lock case cap with a screw driver and pliers by lifting tangs. Lift off floating cap and 2 small coil springs. Remove cylinder from lock case. Using left and right hand turning motion. Fig. 2 and 3

TO ASSEMBLE LOCK. Using left and right hand turning motion assemble lock cylinder to lock case. Place two small springs in position and engage points on cap into top of springs. Press down into position. Hold parts down and place lock case cap over assembly. Invert assembly and clip tangs over lock case top. Hook spring back in place. Assemble shaft to lock. Fasten lock in compartment lid with retainer. Fig. 4.

BRIGGS & STRATTON CORP. LOCK SERVICE INSTRUCTIONS

PLATE NO. 49



REMOVING HANDLE FROM DOOR. Loosen lock retainer plate under rubber edging of door. Remove set screw. Lift up rubber edging, hold back and pry lock retainer forward. Pull out handle and pillar lock. Fig. 1 and 2.

REMOVING LOCK ASSEMBLY FROM HANDLE. Find the two tangs of retainer cup in end of handle. Fig. 3. Depress these so that complete lock assembly can be removed from handle. Fig. 4.

DISASSEMBLING LOCK PARTS. Remove cups and spring from shaft. Place shaft in horizontal position as shown in Fig. 5 and 6 and remove pin. Cylinder and case can now be taken apart.

ASSEMBLING LOCK PARTS TO HANDLE. Assemble lock case and cylinder. Holding the shaft horizontal as shown in Fig. 5 assemble the swivel and pin. Fig. 6. Bring the shaft up to a vertical position. Fig. 7. Put the cups and spring on and press assembly into handle. NOTE: Be sure water outlet of lock cylinder will be at bottom of handle and put handle and parts together. Snap the two tangs into slots. Place the handle and lock into door and push retainer plate back into place. Replace the set screw in retainer.

PLATE NO. 50

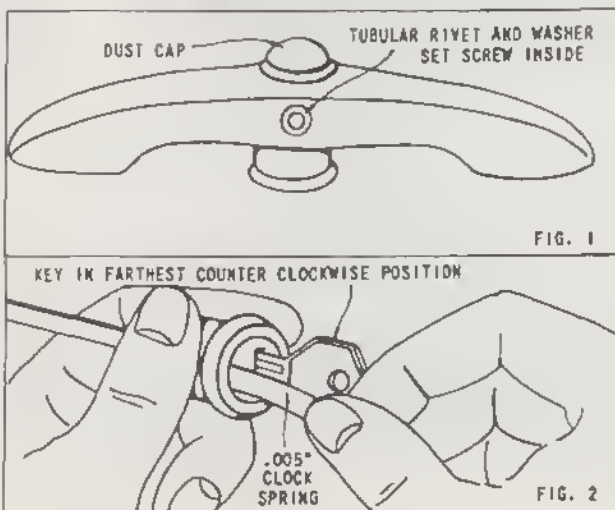


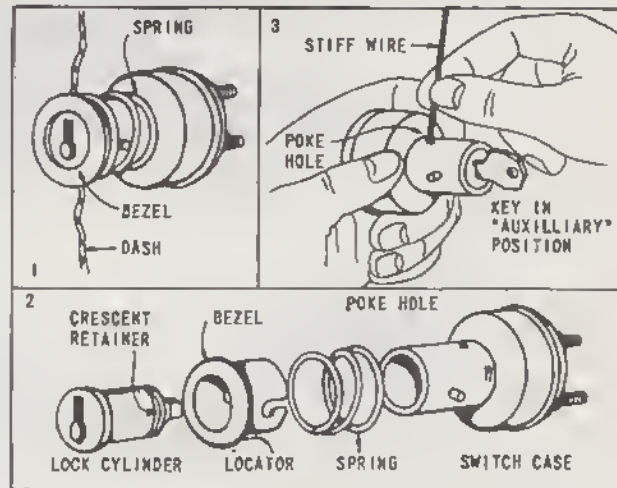
PLATE NO. 50

REMOVING LOCK FROM HANDLE. Open lid. On the under side of handle will be found a rivet and washer. Lift these out. Remove Allen head set screw from inside this hole. Push back dust cap and pull out lock. Fig. 1.

REMOVING LOCK CYLINDER. Turn key counter-clockwise until stop. Insert a small piece of .005" clock spring between lock cylinder and case as shown in Fig. 2. Depress plunger, turn cylinder counter-clockwise and remove.

REPLACING LOCK CYLINDER. Match lug on cylinder with depression in shaft driver. Push cylinder with key into place and turn clockwise. Remove key. Put lock case and cylinder back into handle. Tighten set screw. Replace washer and rivet.

PLATE NO. 51



Ignition switch is held in dash by a bezel and spring. Illustration 1.

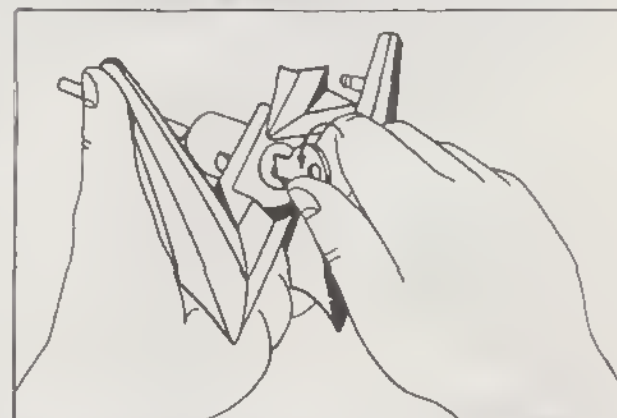
REMOVING SWITCH FROM DASH. Reach under dash. Press switch towards dash and turn clockwise. Pull switch out of bezel.

REMOVING LOCK CYLINDER FROM SWITCH. Unscrew spring from switch. Turn key to "auxiliary" position or to the left. Insert stiff wire in poke hole and depress retainer. Pull out cylinder. Illustration 3.

REPLACING LOCK CYLINDER. Line up lug on lock cylinder with hole in adaptor of switch. Push lock cylinder in and turn clockwise.

REPLACING SWITCH IN DASH. Screw spring back on switch. Place bezel in dash with locator down. Hold bezel. Line up locking pins with bayonet slots in bezel and push switch forward into bezel. Turn switch counterclockwise to lock in place.

PLATE NO. 52



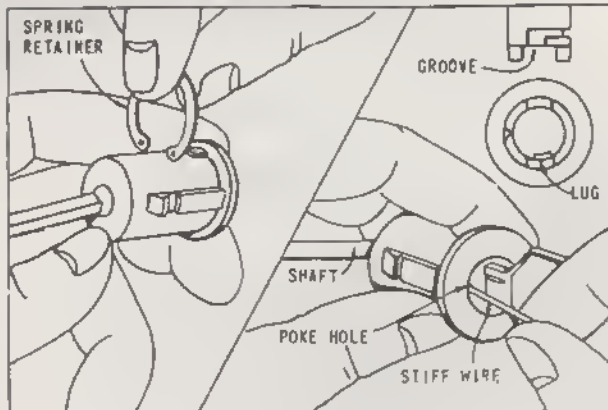
REMOVING ORNAMENT. Remove the nuts and screws holding ornament to rear deck lid.

REMOVING LOCK CYLINDER. Using the key turn the lock cylinder counter clockwise and remove.

REPLACING LOCK CYLINDER. Line up cam on rear of cylinder with opening in shaft. Insert cylinder and turn clockwise. Remove key. Place ornament in lid and replace screws and nuts.

BRIGGS & STRATTON CORP. LOCK SERVICE INSTRUCTIONS

PLATE NO. 53



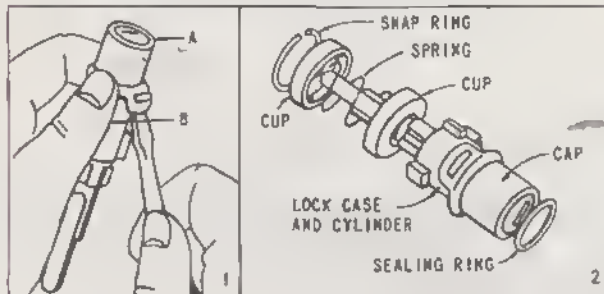
REMOVING LOCK FROM LID. Unscrew the 2 screws holding ornament to lid. Lift off ornament with lock in place. Pry out the horseshoe shaped spring washer that holds lock in ornament. Be careful of gasket.

REMOVING LOCK CYLINDER FROM LOCK. Using key turn cylinder counter-clockwise to stop. Depress plunger with stiff wire through poke hole and continue turning key until cylinder can be pulled out of lock case.

REPLACING LOCK CYLINDER IN LOCK. Using the key in lock cylinder line up lug in case with groove in cylinder. Insert cylinder. Turn the lock shaft back and forth from rear of lock until lock cylinder engages shaft. Now turn key and lock clockwise.

REPLACING LOCK IN ORNAMENT. Use the gasket. Line up locating lug on lock with slot in ornament and slide lock into place. Snap spring retainer over lock and fasten ornament to lid with 2 screws.

PLATE NO. 54



REMOVING AND REPLACING DOOR HANDLE

1. Remove the inner door and window regulator handles and fiber washers. NOTE: These handles are retained by set screws over which a finish head screw is installed.
2. Remove trim panels and sponge spacer washers.
3. Raise the window and then working through the access hole in door panel, remove two screws and lock washers attaching door handle to outer panel.
4. Remove door handle with push button latch control and door handle front and rear gaskets.
5. To install place door handle with push button latch control and front and rear gaskets in position. Then install attaching screws.
6. Replace trim panels and inner door and window regulator handles.

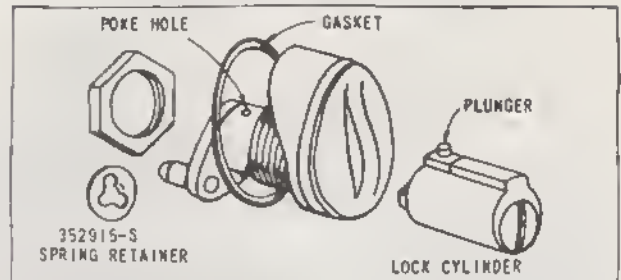
REMOVING LOCK ASSEMBLY FROM DOOR HANDLE

1. Remove lock assembly from handle by taking out spring retainer from inside rear of handle. Save sealing ring.
2. Take lock apart by first removing cap "A" from sleeve "B" Illustration 1.
3. Cylinder can be replaced with an unencoded lock.

TO RE-ASSEMBLE LOCK

1. Place lock cylinder and lock sleeve together.
2. Spring ears of cap over lugs of die cast sleeve until ears fit into groove on cap. It is necessary to bend ears inward slightly to avoid scraping on inside of handle bore.
3. Replace lock assembly into handle. Be sure to use sealing ring over cap.

PLATE NO. 55



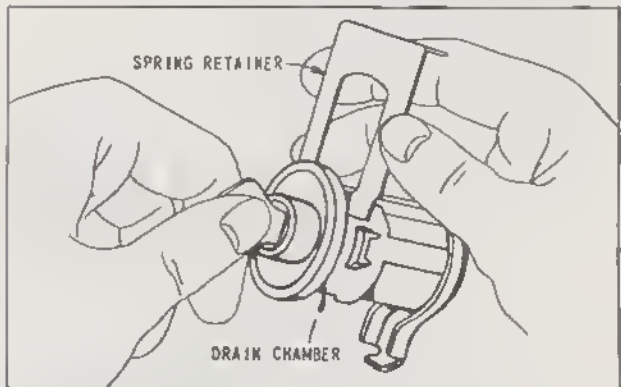
REMOVING LOCK FROM LID. Pry off spring washer holding lock lever arm. Remove nut. Pull lock out of lid. Be careful of gasket.

REMOVING LOCK CYLINDER FROM LOCK. Using key turn 45° clockwise. Depress plunger through poke hole and pull out lock cylinder.

REPLACING LOCK CYLINDER. Turn the key 45° clockwise. Depress plunger with finger. Insert cylinder into case and turn key back to vertical. This releases plunger. Remove key.

REPLACING LOCK IN LID. Set the gasket in position and put lock into lid. Turn the nut down tight. Hook the arm over lever pin and snap spring washer on. If new spring washer is needed, Ford No. is 352915-S.

PLATE NO. 56

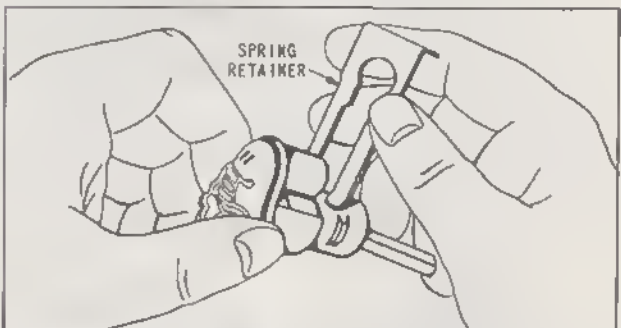


Rear compartment lock is held in place with an open end spring retainer.

REMOVING LOCK FROM LID. Locate spring retainer in rear of lock inside of lid. Pry upward thru hand hole with a screw driver. Remove lock thru front of lid.

REPLACING LOCK. Insert lock with drain chamber down and push spring retainer back down into place.

PLATE NO. 57



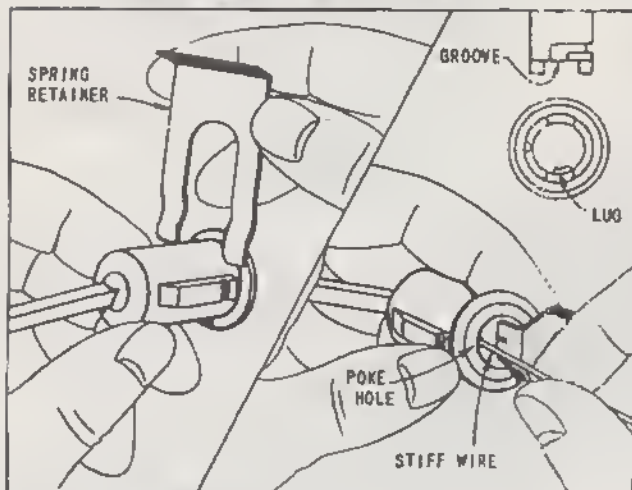
Rear compartment lock is held in place with an open end spring retainer.

REMOVING LOCK FROM LID. Locate spring retainer in rear of lock inside of lid. Pry upward thru hand hole with a screw driver. Remove lock through door and ornament.

REPLACING LOCK. Insert lock thru ornament into latch and press spring retainer back down into place.

BRIGGS & STRATTON CORP. LOCK SERVICE INSTRUCTIONS

Plate No. 58



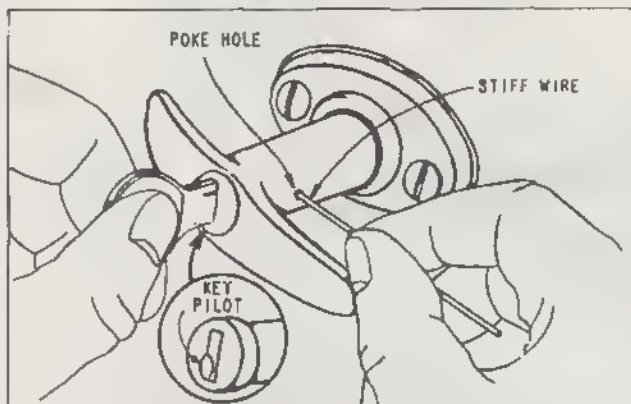
REMOVING LOCK FROM LID. Open lid. Push up spring retainer located in rear of lock to release lock from latch. Lift out lock.

REMOVING LOCK CYLINDER FROM LOCK. Using key, turn cylinder counter clockwise to stop. Depress plunger with stiff wire through poke hole and continue turning key until cylinder can be pulled out of lock case.

REPLACING LOCK CYLINDER IN LOCK. Using the key in lock cylinder, line up lug in case with groove in cylinder. Insert cylinder. Turn the lock shaft back and forth from rear of lock until lock cylinder engages shaft. Now turn key and lock clockwise.

REPLACING LOCK IN DECK LID. Push lock into deck lid and snap spring retainer back down into notches of lock case.

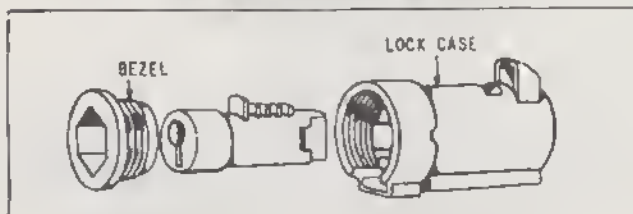
Plate No. 59



REMOVING LOCK CYLINDER FROM HANDLE. Turn lock cylinder with key in place until key pilot is down. Insert stiff wire in poke hole of handle. Depress crescent retainer and withdraw lock cylinder.

REPLACING LOCK CYLINDER. Place the key into lock cylinder. Keep the key pilot down. Insert lock cylinder into handle until retainer snaps into groove.

Plate No. 60



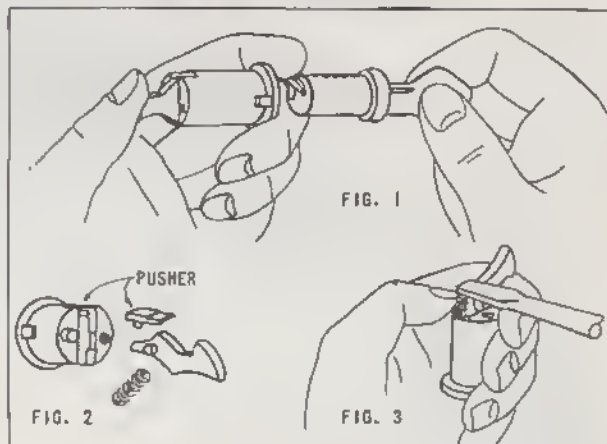
Push compartment lock is held in door by bezel which screws inside of lock case. It also holds lock cylinder in place.

Plate No. 60

REMOVING LOCK FROM COMPARTMENT DOOR. Open compartment. Hold lock. Use a pair of pliers to unscrew bezel counter-clockwise. Lock cylinder and case can be removed from compartment door.

REPLACING LOCK CYLINDER AND CASE. Hold lock case in position. Insert lock cylinder from front and screw bezel clockwise into lock case.

Plate No. 61



Lock is held in compartment door with screw and retainer cup.

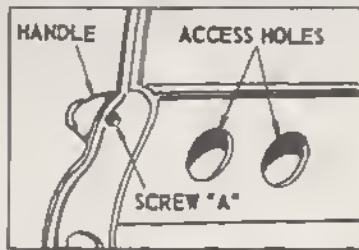
REMOVING LOCK CYLINDER FROM CASE. Hold bolt down and turn key counter clockwise until stop. Pull out cylinder. Fig. 1

REPLACING BOLT, PUSHER AND SPRING. Keep cylinder out of case. Replace pusher, bolt and spring in order indicated. End of spring must rest in knob recess. Fig. 2. Use a screw driver to force other end of spring over button on bolt. Fig. 3.

REPLACING LOCK CYLINDER. Hold bolt down. Insert cylinder with cam up. Turn key clockwise until stop.

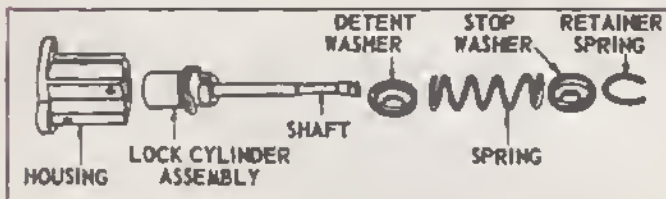
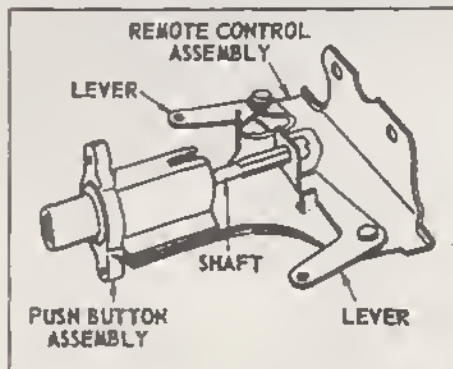
BRIGGS & STRATTON CORP. LOCK SERVICE INSTRUCTIONS

Plate No. 62



REMOVING HANDLE FROM DOOR. Raise door window to full up. Remove door and inside finish panel. Take out attaching screw with magnetized screw driver, through access hole. (Do not drop screw). Unscrew attaching screw "A" in edge of door. Remove handle and gasket from door. See Plate 23 for lock parts.

PLATE NO. 63



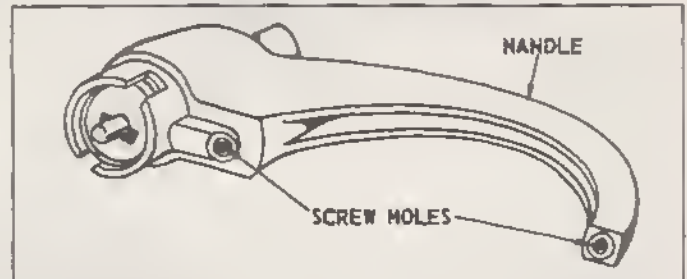
TAIL GATE LOCK REMOTE AND PUSH BUTTON CONTROL ASSEMBLY.

TO REMOVE REMOTE CONTROL ASSEMBLY. Remove tail gate access hole cover. Take out screws securing control to inner panel and push button housing. Disengage remote control from connecting rods and push button shaft and remove from tail gate.

TO REMOVE PUSH BUTTON ASSEMBLY PROCEED AS FOLLOWS: At tail gate outer panel, carefully pry off portion of tail gate outer panel center molding, located above tail gate handle and remove screw securing push button housing. Remove remote control assembly from push button housing and tail gate. Take out screw securing upper edge of tail gate handle and lower edge of push button housing; then remove housing from tail gate.

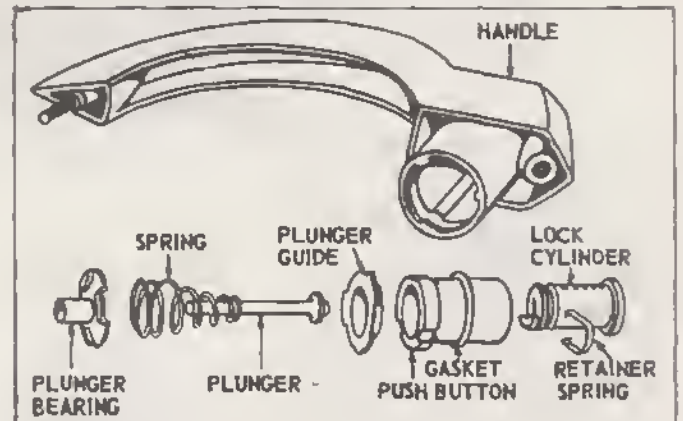
DISASSEMBLY AND ASSEMBLY OF PUSH BUTTON. Remove push button assembly from tail gate and remote control assembly. With a suitable tool remove retainer spring from housing, then remove stop washer, spring, detent washer and lock cylinder with push button shaft from housing. See Plate 23 for lock parts.

PLATE NO. 64



REMOVING HANDLE FROM DOOR. Remove access cover at rear of door. Remove 2 screws in handle holding plate. Handle can now be removed. See Plate 23 for lock parts.

PLATE NO. 65

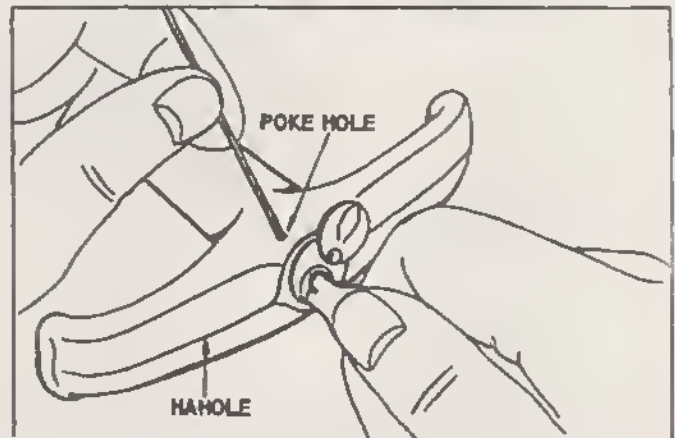


REMOVING HANDLE FROM DOOR. Remove access cover in door. Remove screw and nut holding handle. Take off handle.

REMOVING LOCK CYLINDER FROM HANDLE. Depress plunger bearing, turn to disengage prongs in handle. Pull out plunger, spring and plunger guide. Take push button from handle.

REMOVING CYLINDER FROM PUSH BUTTON. With a sharp pointed tool pry out the retainer spring at rear of push button. Lock cylinder can now be removed. To install, reverse removal procedure.

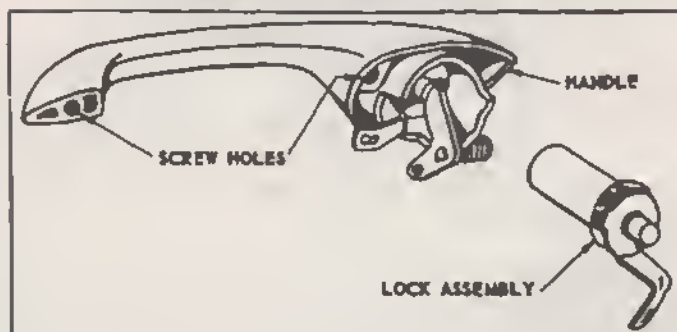
PLATE NO. 66



REMOVING PILLAR LOCK FROM HANDLE. Insert key, turn about 35° clockwise. Insert stiff wire in poke hole and depress retainer pin. Pull out lock. **REPLACING PILLAR LOCK IN HANDLE.** Turn key 35° clockwise, press down pin. Insert lock in handle. Turn key back to vertical position.

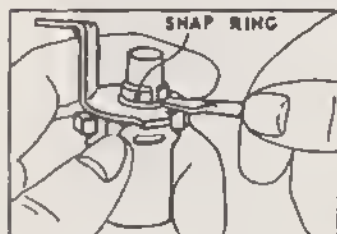
BRIGGS & STRATTON CORP. LOCK SERVICE INSTRUCTIONS

PLATE NO. 67



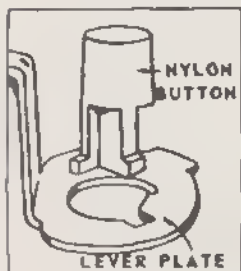
DISASSEMBLY AND ASSEMBLY OF FRONT DOOR OUTSIDE HANDLE

1. Raise window. Remove door trim assembly and inner panel water deflector.
2. Through access hole, disengage connecting rod from door lock.
3. Remove the 2 handle attaching screws through the access holes in door.
4. Pry the free end of the coil spring away from its anchorage and move lever away to allow lock assembly to be removed from handle.



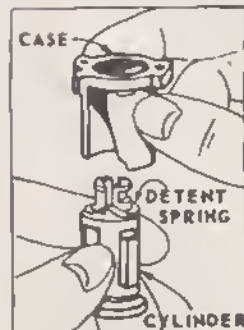
ILLUS. 1

2. Lift out nylon button and lever plate from end of lock cylinder. Illustration 2.



ILLUS. 3

4. Remove lock cap from lock case by prying up ears with screwdriver. Illustration 4.



ILLUS. 5

5. Take lock case and cylinder apart. Be sure to remove detent spring. (Discard detent spring. See Illus. 5.)



ILLUS. 4

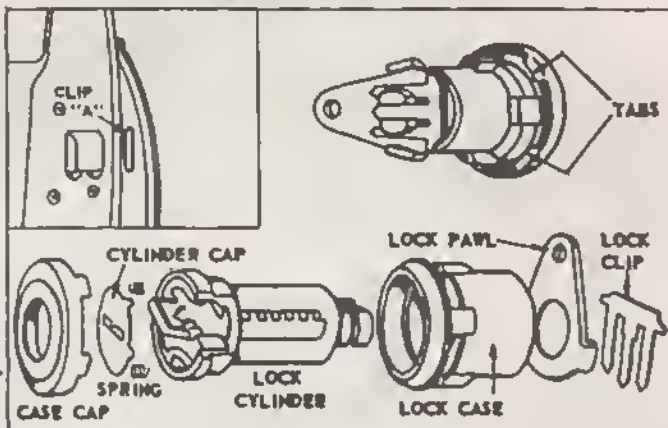
6. Cylinder can be replaced with uncoded cylinder.

HOW TO RE-ASSEMBLE LOCK

1. Place a new detent washer over cylinder end, matching prongs with notches. Illustration 5.
2. Assemble lock case and cylinder. Line up side bar of cylinder with groove in case.
3. Replace cap. Spring ears over lugs on sleeve. Fit the wide ear over wide lug. Bend the ears slightly inward to prevent scraping on inside of handle bore.

4. Reverse procedure shown in Illustration 3 to assemble lever plate and new nylon button.
5. Set the nylon button with lever plate attached into end of lock cylinder. Match the lugs with slots in cylinder.
6. Spring the new snap ring over end of lugs on cylinder. CAUTION - keep open end of snap ring away from wide opening in the end of lock cylinder, when assembling.

PLATE NO. 68



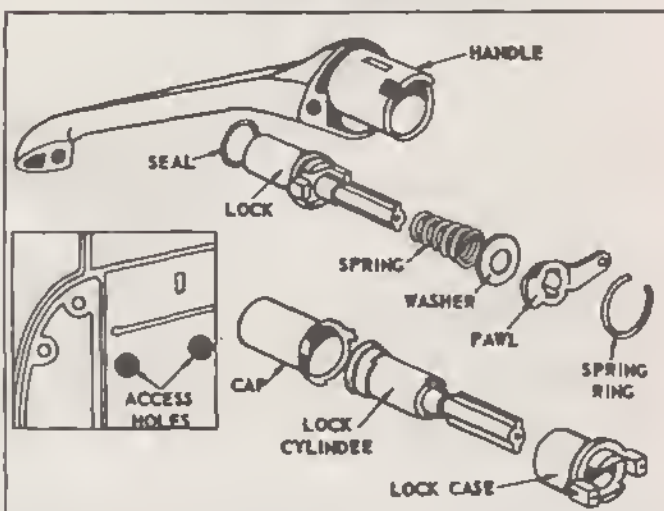
REMOVAL AND INSTALLATION

1. With suitable tool pry out retaining clip "A" sufficiently to allow removal of lock assembly and gasket from door.
2. To install, insert lock assembly into door, lining up hole in cam with rod and reverse removal procedure.

DISASSEMBLY AND ASSEMBLY

1. With suitable tool, remove lock clip and lock pawl. Note position of lock pawl.
2. Carefully bend open taps and remove case cap. NOTE: While removing case cap hold cylinder cap which is under tension from cap springs, depressed with finger. After case cap is removed observe position of springs and cap so they can be installed in same relative positions.
3. Remove cylinder from lock case.
4. To install, reverse removal procedure.

PLATE NO. 69



DISASSEMBLY AND ASSEMBLY OF FRONT DOOR OUTSIDE HANDLE

1. Raise the window. Remove door trim assembly and inner panel water deflector.
2. Through large access hole, disengage spring clip and detach lock cylinder connecting rod from door lock.
3. Remove 2 handle attaching screws through 2 access holes.

BRIGGS & STRATTON CORP. LOCK SERVICE INSTRUCTIONS

PLATE NO. 69

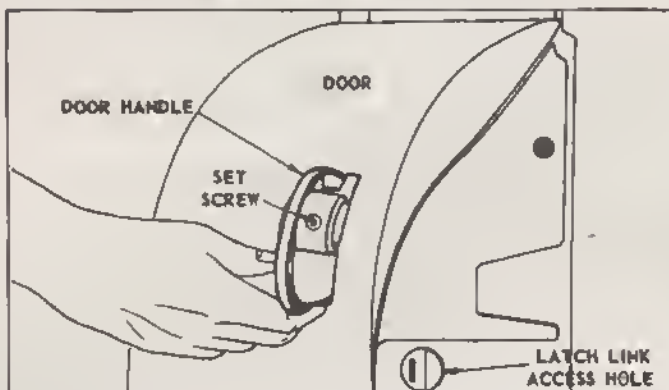
REMOVING LOCK FROM DOOR HANDLE

1. Pry out spring retainer. This allows pawl, washer and spring to be removed from door handle.
2. Take out lock cylinder end seal from door handle.

REMOVING LOCK CYLINDER FROM LOCK CASE

1. Carefully bend out tabs securing lock cap. Remove lock cylinder from lock case.

PLATE NO. 70

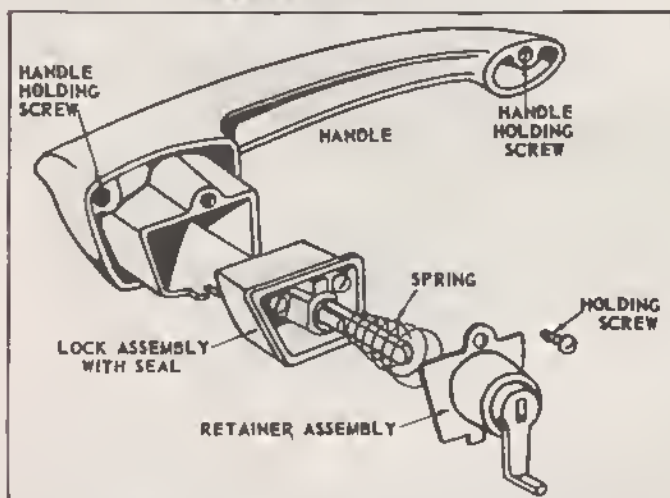


The lock cylinder is part of the door handle. To service lock it is necessary to remove handle from door. The lock handle is held by two studs which go through the outside door panel and are attached by two nuts on the inside of door.

REMOVING FRONT DOOR HANDLE

1. Remove window garnish molding, window regulator handle, remote control handle and arm rest.
2. Remove door trim panel and waterproof liner.
3. Disengage door handle link from latch link (accessible through opening in end of door panel).
4. Remove attachment nuts that hold handle to door panel. Slide handle away from door as shown.
5. To remove lock cylinder, take out set screw.

Plate No. 71



REMOVING HANDLE FROM DOOR. Take out two handle attaching screws. Pull out entire handle assembly.

TO REMOVE PUSH BUTTON ASSEMBLY. Take out screw holding retainer assembly to handle. Spring and lock assembly with seal can now be removed from handle.

TO REPLACE LOCK ASSEMBLY. Reverse procedure above and replace handle in door.

BRIGGS & STRATTON CORP. LOCK SERVICE INSTRUCTIONS

PLATE NO. 72

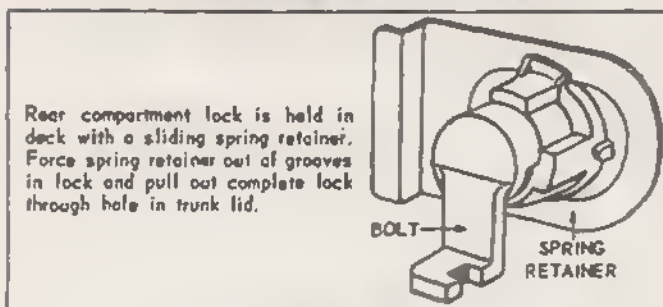
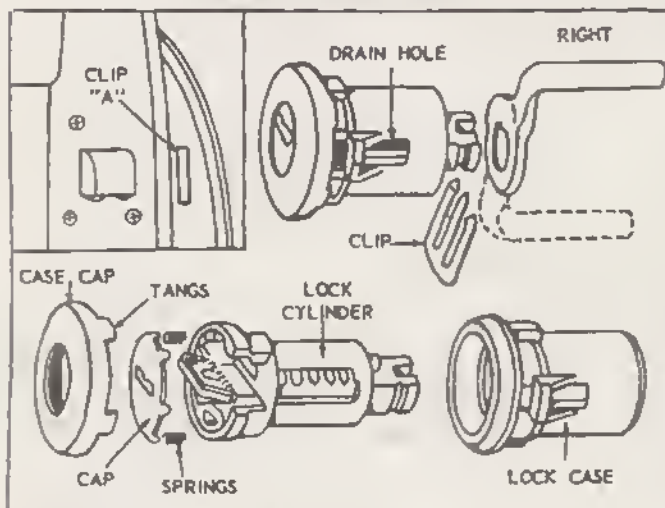


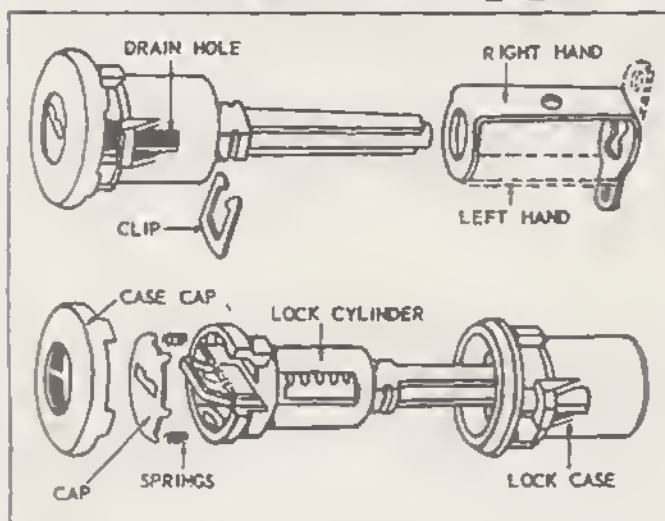
PLATE NO. 73



REMOVING LOCK FROM DOOR. Pry out clip "A" in face of door. Entire lock assembly can then be removed from outside door.

DIS-ASSEMBLY AND ASSEMBLY OF LOCK. Remove lock clip and pawl with a suitable tool. Remove lock case cap with side cutting pliers. Note: While removing case cap, hold cylinder cap which is under tension from cap springs depressed with finger. Remove cylinder from case. To install, reverse removal procedure.

PLATE NO. 74

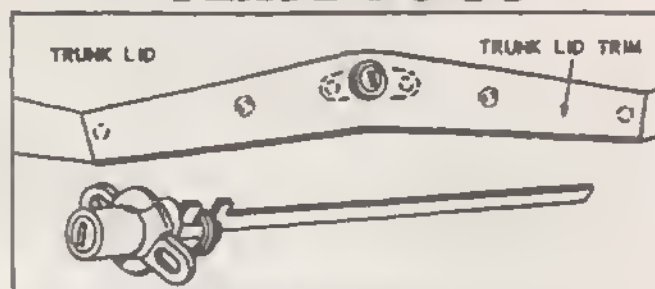


On Buick installations it is necessary to remove door molding strip.

REMOVING LOCK FROM DOOR. Strip the inside door panel. Raise the window. Reach through large access hole in door shell and dis-engage connecting rod from lock lever. Now slide out retainer in face of door, and lock assembly can be removed.

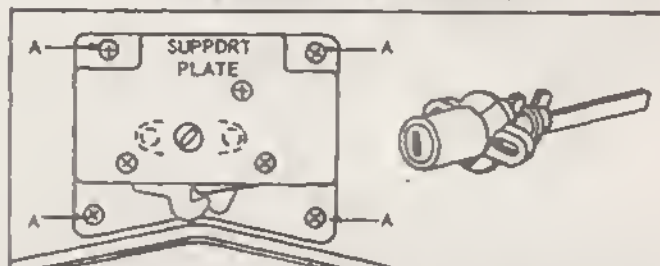
DIS-ASSEMBLY AND ASSEMBLY. Pry out clip holding pawl to lock cylinder. Remove lock case cap with side cutting pliers. While removing case cap hold cylinder cap, which is under tension from cap springs depressed with finger. Remove cylinder from lock case. To install; reverse removal procedure.

PLATE NO. 75



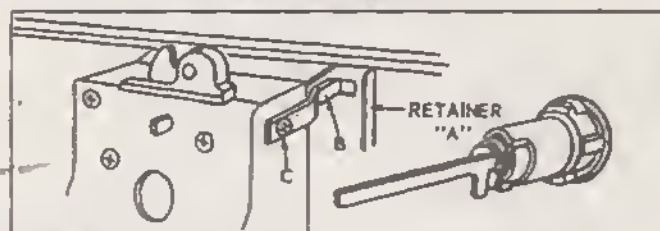
REMOVING LOCK FROM TRUNK LID. The lock is held in lid by a circular retainer fastened by 2 screws. Trim molding must be removed from trunk lid. Take out the screws at outer edge and the 4 nuts across inside face of trim. (Use access holes for these). For dis-assembly and assembly of lock parts see Plate No. 48.

PLATE NO. 76



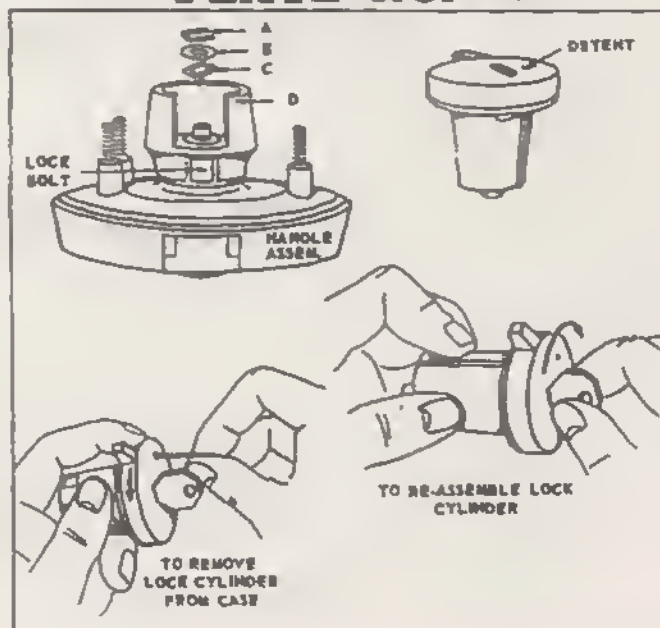
REMOVING LOCK FROM LATCH: Remove 4 screws "A" from support plate and attached latch. The two exposed screws and retainer plate holding lock assembly can now be taken out. For dis-assembly and assembly of lock parts see Plate No. 48.

PLATE NO. 77



REMOVING LOCK FROM TRUNK. Lock is held in trunk by slide type retainer "A" which is anchored by "B". Take out screw "C". Remove "B" and slide retainer "A" out of engagement with lock. Remove lock from outside of trunk. For dis-assembly and assembly of lock parts refer to Plate No. 48.

PLATE NO. 78



BRIGGS & STRATTON CORP. LOCK SERVICE INSTRUCTIONS

TO DIS-ASSEMBLE LOCK:

1. Handle assembly is held to tail gate by three screws. Tail gate trim panel must be removed to expose inner panel. Open the tail gate, run the glass down. Now raise the glass until holes in regulator line up with holes in inner panel. Support glass extending from tail gate and insert suitable tool through lined up holes and remove handle assembly nuts.
2. Pry up clutch retainer "A" to remove washer "B", spring washer "C" and clutch "D".
3. Place lock bolt in "depressed" or locked position with key and remove lock assembly through front of assembly.

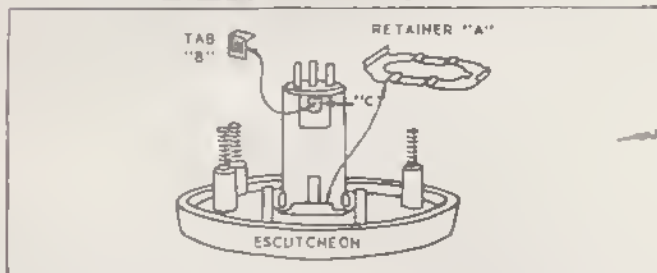
DIS-ASSEMBLING LOCK CYLINDER FROM CASE

1. Using a 3/64" dia. drill or punch, remove thin metal in cap at detent to provide access hole to plunger and spring.
2. Insert a paper clip into this hole. Depress plunger to permit key and cap to be turned 1/8 turn counterclockwise. Remove lock cylinder.

TO RE-ASSEMBLE LOCK:

1. Replace spring and bolt in lock case.
2. Depress bolt - insert lock cylinder with key. Turn clockwise until cylinder snaps into place.
3. Put key in locked "depressed" bolt position and re-assemble lock to handle assembly. Replace washer, spring washer, clutch and clutch retainer.
4. Replace assembly in tail gate.

PLATE NO. 79



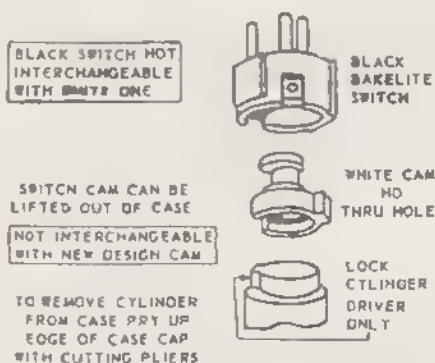
TO DIS-ASSEMBLE LOCK

1. Escutcheon is held to tail gate by three screws. Tail gate trim panel must be removed to expose inner panel. Open the tail gate, run the glass down. Now raise the glass until holes in regulator line up with holes in inner panel. Support glass extending from tail gate and insert suitable tool through lined up holes and remove escutcheon assembly nuts. The switch wires must also be removed.
2. Pry out retainer "A" to separate lock assembly from escutcheon. To dis-assemble switch depress and remove 2 spring tabs "B" or holes "C".

DIS-ASSEMBLING LOCK CYLINDER

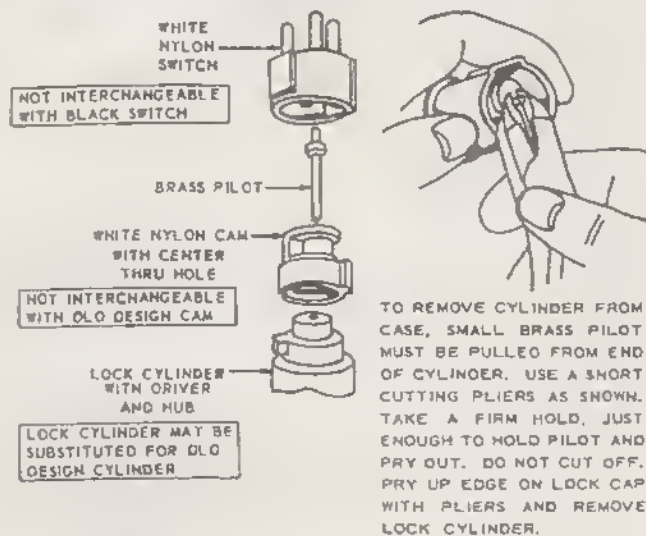
BEFORE PROCEEDING FURTHER
READ THE FOLLOWING INFORMATION CAREFULLY

ORIGINAL DESIGN PARTS



ORIGINAL DESIGN CYLINDER IS NOT INTERCHANGEABLE WITH REVISED DESIGN CYLINDER. IF NECESSARY TO REPLACE SWITCH AND CAM ORDER SERVICE PACKAGE # 602002.

REVISED DESIGN PARTS



TO REMOVE CYLINDER FROM CASE, SMALL BRASS PILOT MUST BE PULLED FROM END OF CYLINDER. USE A SHORT CUTTING PLIERS AS SHOWN. TAKE A FIRM HOLD, JUST ENOUGH TO HOLD PILOT AND PRY OUT. DO NOT CUT OFF. PRY UP EDGE ON LOCK CAP WITH PLIERS AND REMOVE LOCK CYLINDER.

LOCK CASE CAP



RE-ASSEMBLING LOCK

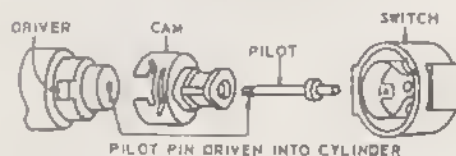
1. Assemble lock cylinder to case.
2. Place 2 small coil springs in position and engage points on cap into top of springs. Press down into position.
3. Hold parts down and place lock case cap over assembly.
4. Invert assembly and clinch tangs over lock case top.

RE-ASSEMBLING ORIGINAL DESIGN CAM AND SWITCH

Parts are assembled as shown --



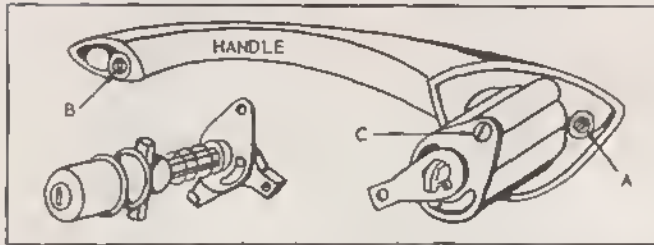
RE-ASSEMBLING REVISED DESIGN PILOT CAM AND SWITCH



1. Slide brass pilot through cam as shown.
2. Assemble cam over end of driver on lock assembly.
3. Drive knurled end of pilot into end of lock cylinder.
4. Assemble switch to lock case.
5. Replace 2 spring tabs.
6. Try switch movement with key -- spring must return key to pull out position from clockwise or counterclockwise position.
7. Fasten lock to escutcheon with retainer.
8. Assemble escutcheon to tail gate and replace wiring.

BRIGGS & STRATTON CORP. LOCK SERVICE INSTRUCTIONS

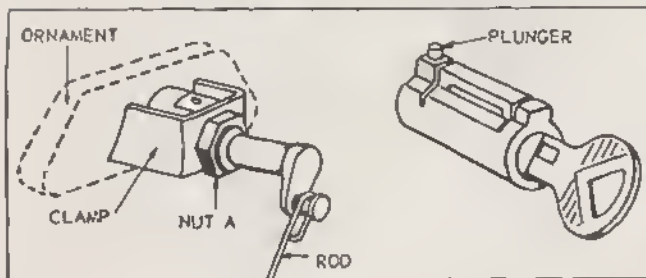
PLATE NO. 80



REMOVING HANDLE FROM DOOR. Unscrew door locking button. Remove inside trim (held with screws). Press trim inward to remove handles. Remove remaining screws in panel and pry out clips. Lift up panel from lower retainer. Remove screw "A" at door face and screw "B" through door shell access hole. Disengage lock rod and pull handle with lock out of door.

REMOVING LOCK FROM HANDLE. Unscrew "C" and lock can be taken from handle. To replace lock in handle reverse procedure.

PLATE NO. 81

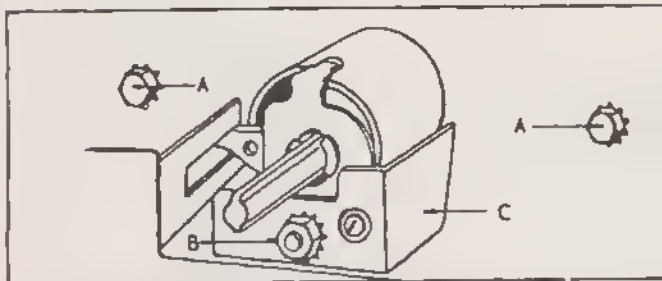


REMOVING LOCK FROM LID. Unhook rod. Unscrew nut "A". Take off clamp. Remove ornament with lock in it from the front of lid.

REMOVING LOCK CYLINDER FROM LOCK CASE. Turn key clockwise to position shown. Depress plunger. Pull out lock cylinder with key.

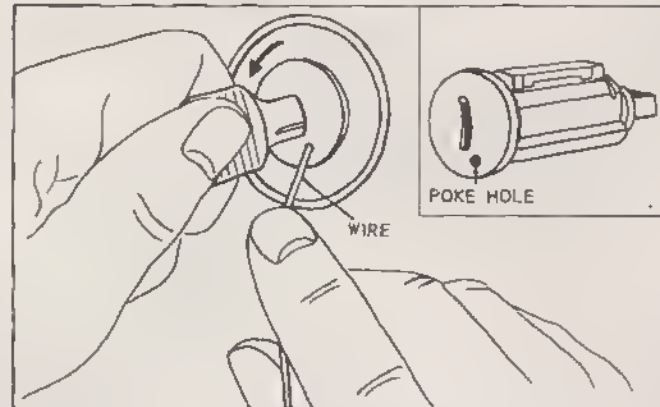
REPLACING LOCK CYLINDER. Turn key to right, press plunger down and insert lock cylinder into ornament. Turn key back and plunger will snap out holding cylinder in case.

PLATE NO. 82

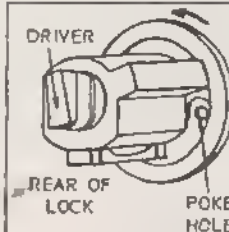


REMOVING HANDLE WITH LOCK FROM TAIL GATE. All the trim on inside of tail gate must be removed to gain access to lock. The handle is held in gate with 2 screws "A", nut "B" and clamp "C". Remove these and pull handle with lock out of tail gate. To remove lock from handle, refer to Plate No. 80.

PLATE NO. 83

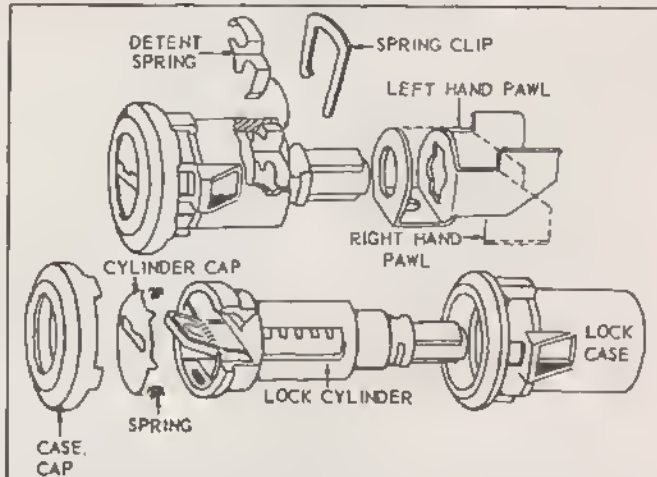


REMOVING IGNITION LOCK FROM HOUSING. Insert key and turn the cylinder to the left (counterclockwise) as far as it will go. Insert a piece of wire into poke hole at the bottom of the face of lock. Push in the wire to depress the retainer and turn cylinder to the left. Remove wire and continue turning until cylinder snaps out of housing.



REPLACING LOCK CYLINDER. Insert key into lock. Depress plunger with wire through poke hole. Turn key in direction of arrow until single detent is reached. Put lock into housing, matching slots and then turn key counterclockwise until lock snaps into place.

PLATE NO. 84

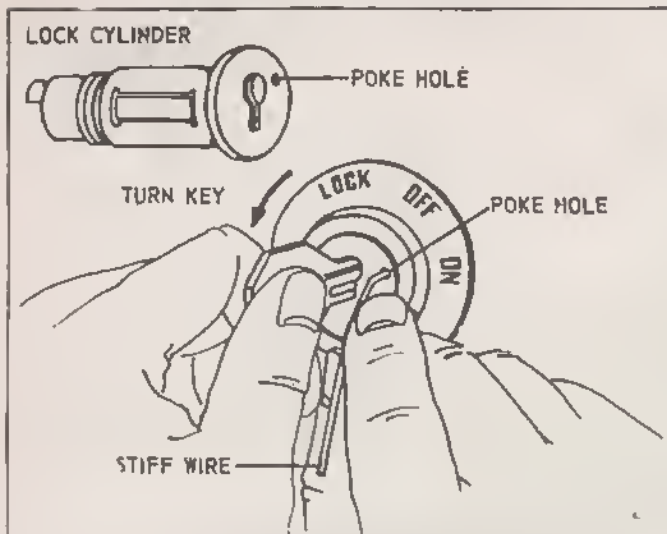


REMOVING LOCK FROM DOOR. Lock is held to the door by a slide type retainer clip. It is located on the face of door adjacent to the door lock rotor. A suitable tool is used to pry out the retainer.

DIS-ASSEMBLY AND ASSEMBLY. Pry out clip holding pawl to cylinder. Remove lock case cap with side cutting pliers. While removing case cap hold cylinder cap, which is under tension from cap springs, depressed with finger. Remove cylinder from case. To install: reverse procedure.

BRIGGS & STRATTON CORP. LOCK SERVICE INSTRUCTIONS

PLATE NO. 85



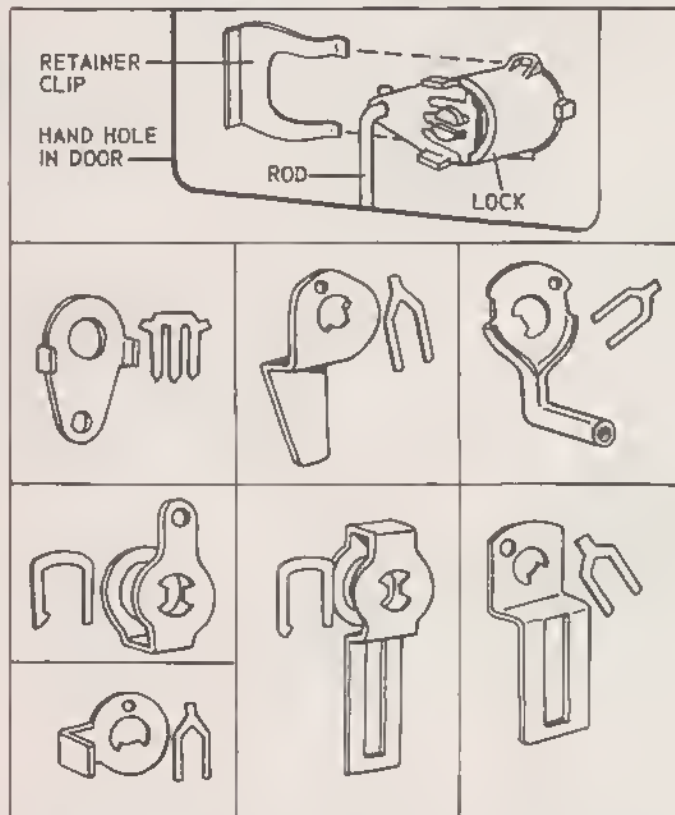
TO REMOVE LOCK CYLINDER FROM CASE

Using key, turn cylinder to the left (counterclockwise) as far as it will go. Insert a stiff wire or suitable tool into the poke hole in face cap, and push in plunger. Continue turning key to the left or counterclockwise and pull cylinder from case.

REPLACING LOCK CYLINDER IN CASE

Insert the key and place cylinder into lock case in the same position as its removal. Turn the cylinder to the right (clockwise) until it snaps into its anchoring position.

PLATE NO. 86



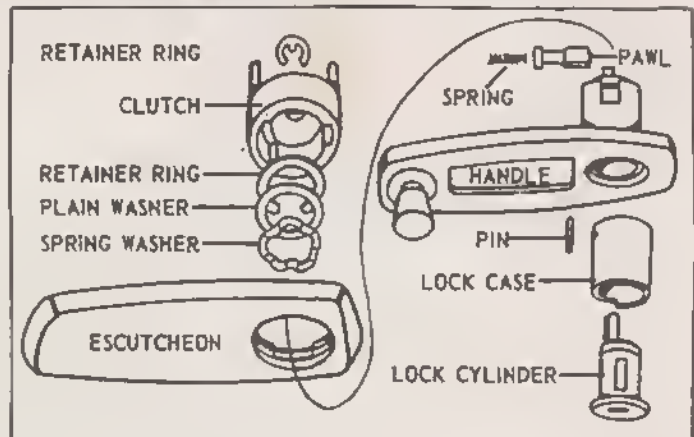
REMOVING DOOR LOCK ASSEMBLY

1. Raise door window. Remove door trim panel from inside of door.
2. Detach lock connecting rod from lock lever using access hole in door.
3. Pry out retainer clip with a suitable tool to allow removal of lock assembly from door.

DISASSEMBLY AND ASSEMBLY

Pry out clip holding pawl to lock cylinder. Remove lock case cap with side cutting pliers. Hold cylinder cap while removing case cap as it is under tension from springs. Remove lock cylinder. To install, reverse procedure.

PLATE NO. 87



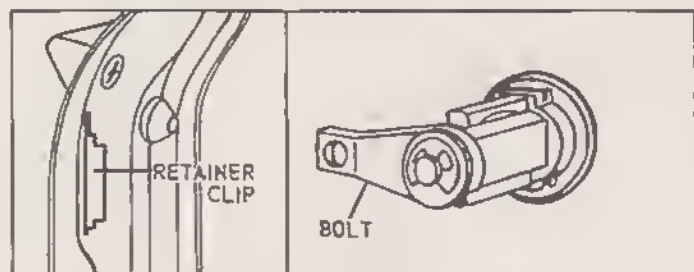
REMOVING OUTSIDE HANDLE ASSEMBLY

1. Open tail gate, remove tail gate window.
2. Take off trim panel. Align access holes in inner side of door with escutcheon attaching bolts. Detach escutcheon.
NOTE: Remove and install handle in parked position and lock cylinder in unlocked position.
3. To install, reverse removal procedure. Be sure gasket is properly in place on outer panel.

DISASSEMBLY AND ASSEMBLY

1. Remove clutch retaining ring and clutch with suitable tool.
2. Take off retaining ring, washer and spring washer to separate escutcheon and handle assembly.
3. To take lock assembly from handle remove pin.
4. Depress lock pawl and spring. Turn cylinder 1/4 turn clockwise and remove cylinder from case.
5. To install, reverse removal procedure.

PLATE NO. 88



REMOVING LOCK FROM DOOR

Locate lock retainer clip in edge of door. Pull it out using screw driver or suitable tool. Pull lock through opening in door. To replace, reverse procedure.

REMOVING LOCK FROM DOOR

Locate lock retainer clip in edge of door. Pull it out using screw driver or suitable tool. Pull lock through opening in door. To replace, reverse procedure.

PLATE NO. 89

REMOVING DOOR LOCK ASSEMBLY

Lock assembly is attached to outside panel of door. This panel is bolted to the door. Inside panel does not have to be removed.

To remove outside panel, take 3/8" nuts out of inner edges of door. Lock is held in place by a spring retainer. Pry this out with a suitable tool.

PLATE NO. 90

REMOVING LOCK CYLINDER FROM HANDLE

Place key in vertical position, push pawl all the way down. Now rotate key 15° counterclockwise and pull cylinder out with key.

